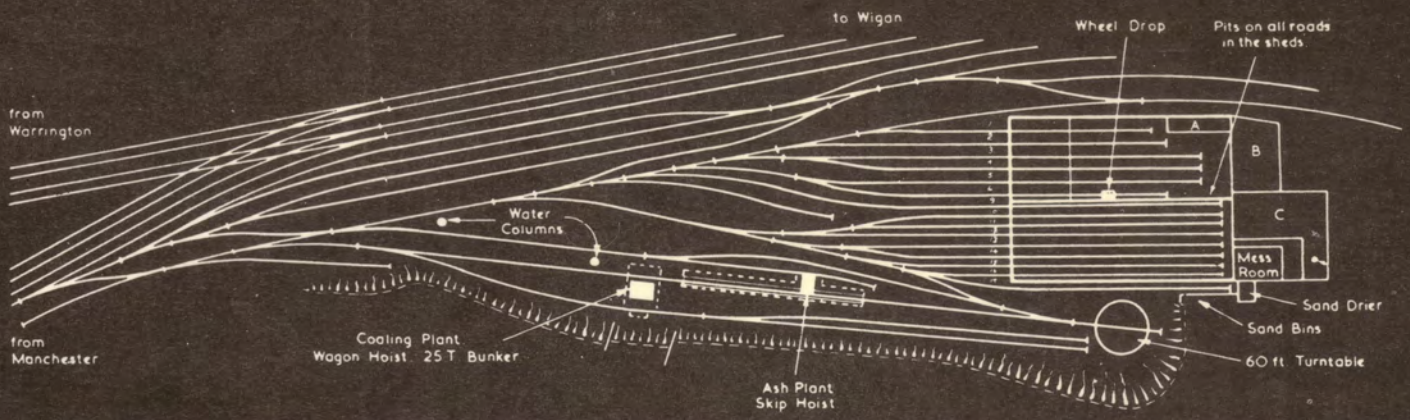
LONDON MIDLAND



STEAM ON SHED 2

STEAM ON SHED
GREAT WESTERN
STEAM IN DEVON
INDUSTRIAL
STEAM
SOUTHERN
STEAM IN ACTION
BORDER
STEAM
LIGHT RAILWAYS
standard gauge and narrow gauge
OF BRITAIN
ARTICULATED
LOCOMOTIVES
OF THE WORLD
MAIN LINE
STEAM
STEAM IN
India
GREAT WESTERN
STEAM THROUGH THE YEARS
SCOTTISH
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WESTERNS
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SUPERPOWER
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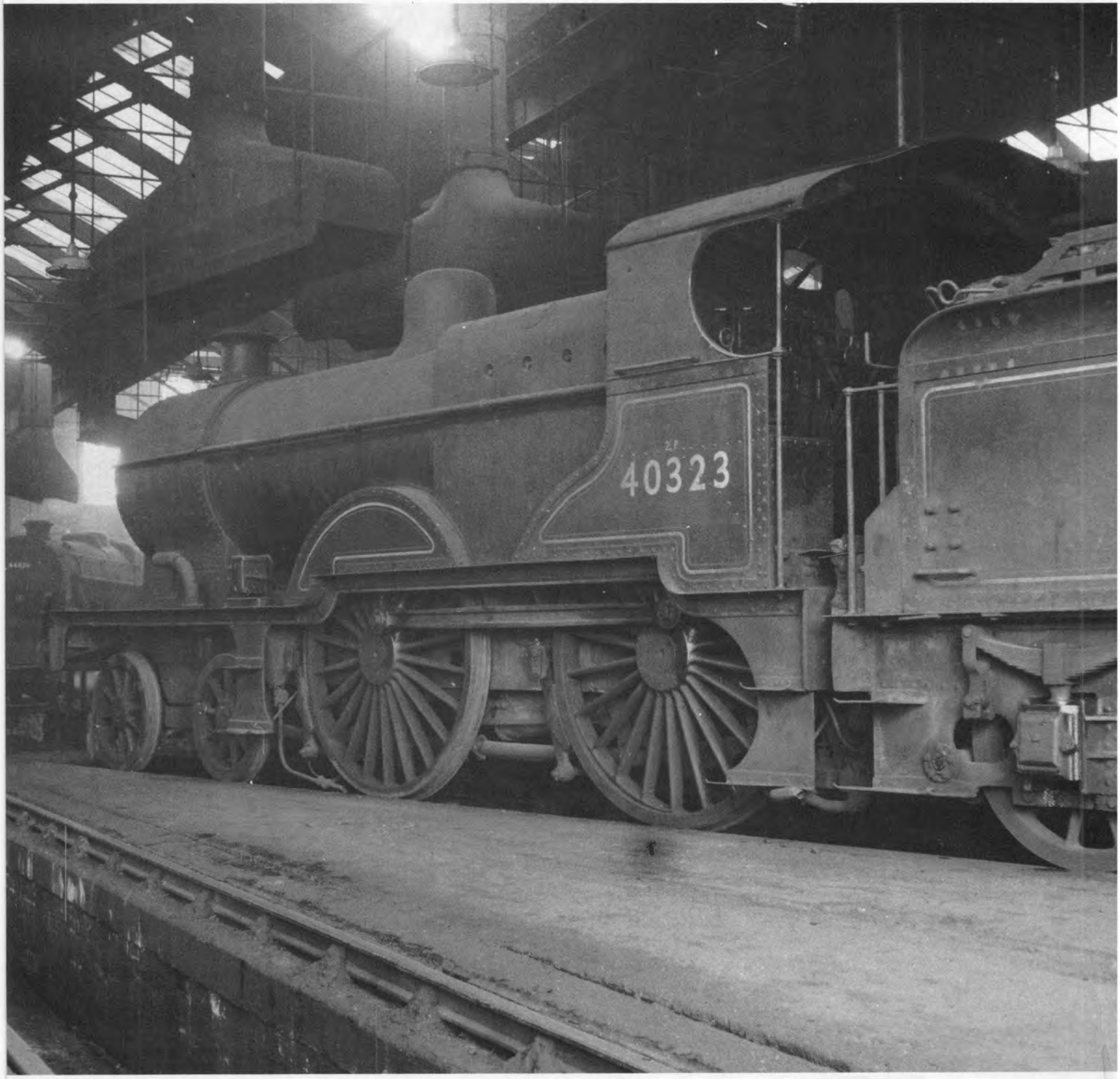
40323

LONDON MIDLAND
STEAM ON SHED 2

compiled by

'45562'

D. BRADFORD BARTON LIMITED

Frontispiece:
Fowler Class '2P' 4-4-0, No.40323 stands on one of the pits inside the former Midland shed at Holbeck, Leeds, 26 August 1958. [Brian Morrison]

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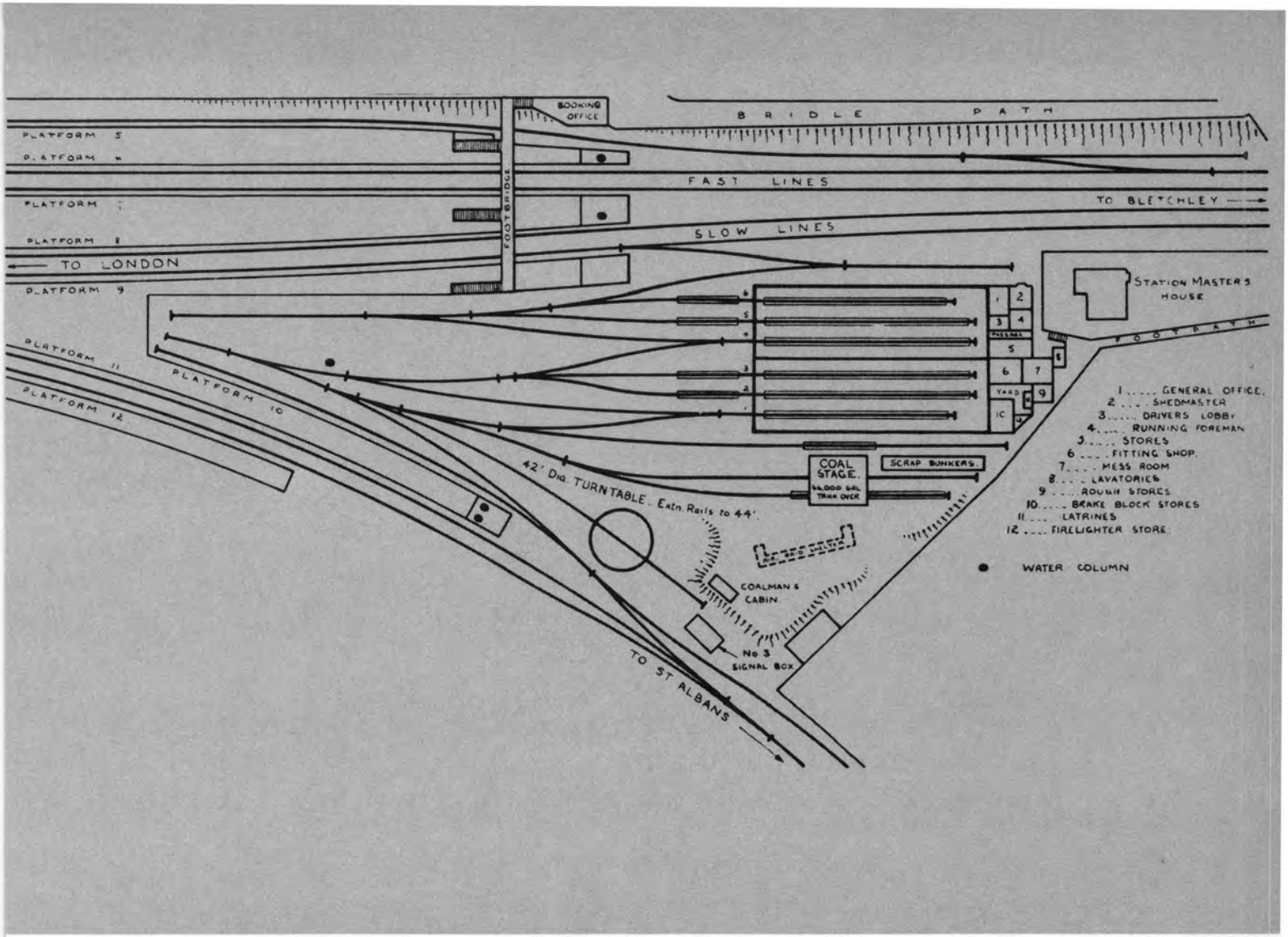


Plan of Watford (1C) shed

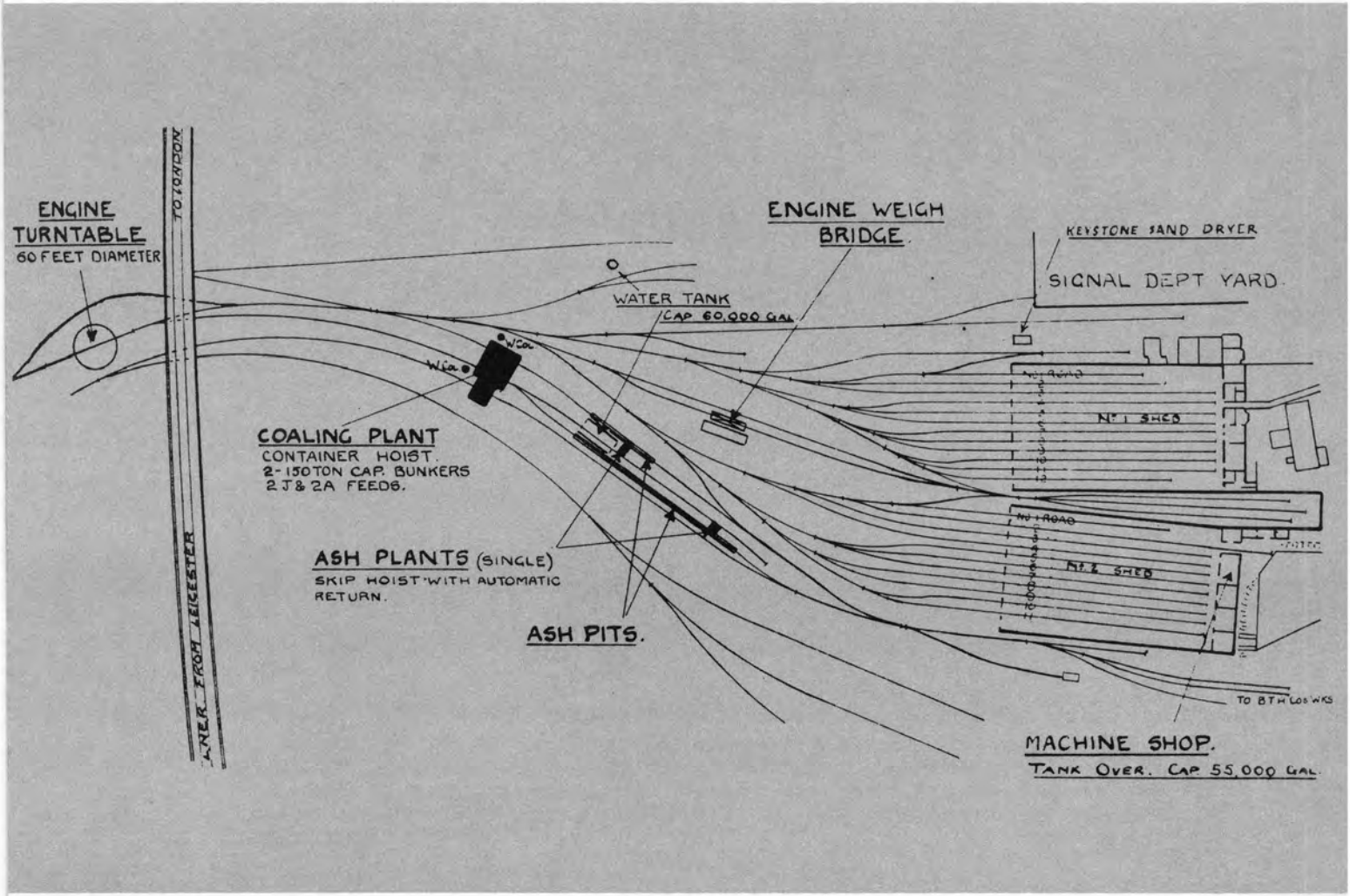
This volume of plans and photographs covers a selection of ex-LMSR running sheds as they existed in the post-Nationalisation era under London Midland Region. An index to those included will be found on the previous page and it is hoped to complete the coverage of other ex-LMSR motive power depots in a sequel volume.

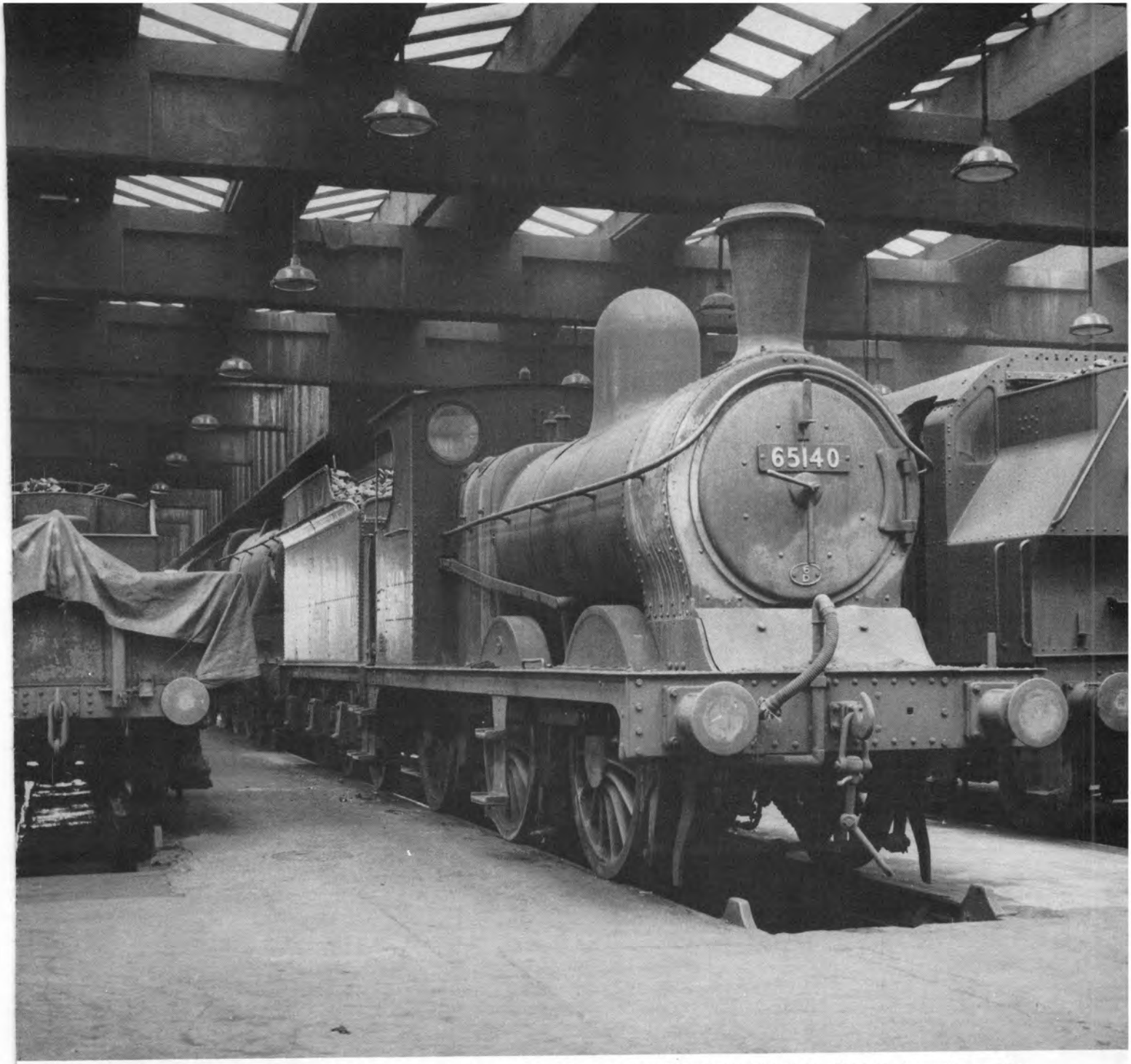
Ex-LNWR types predominate in this 1932 view of Watford shed. [L. T. George Collection]

Another former LNWR engine, Webb '1P' 2-4-2T No.6729 outside Watford shed, 20 March 1947. Note that part of the shed has been re-roofed. [H. C. Casserley]

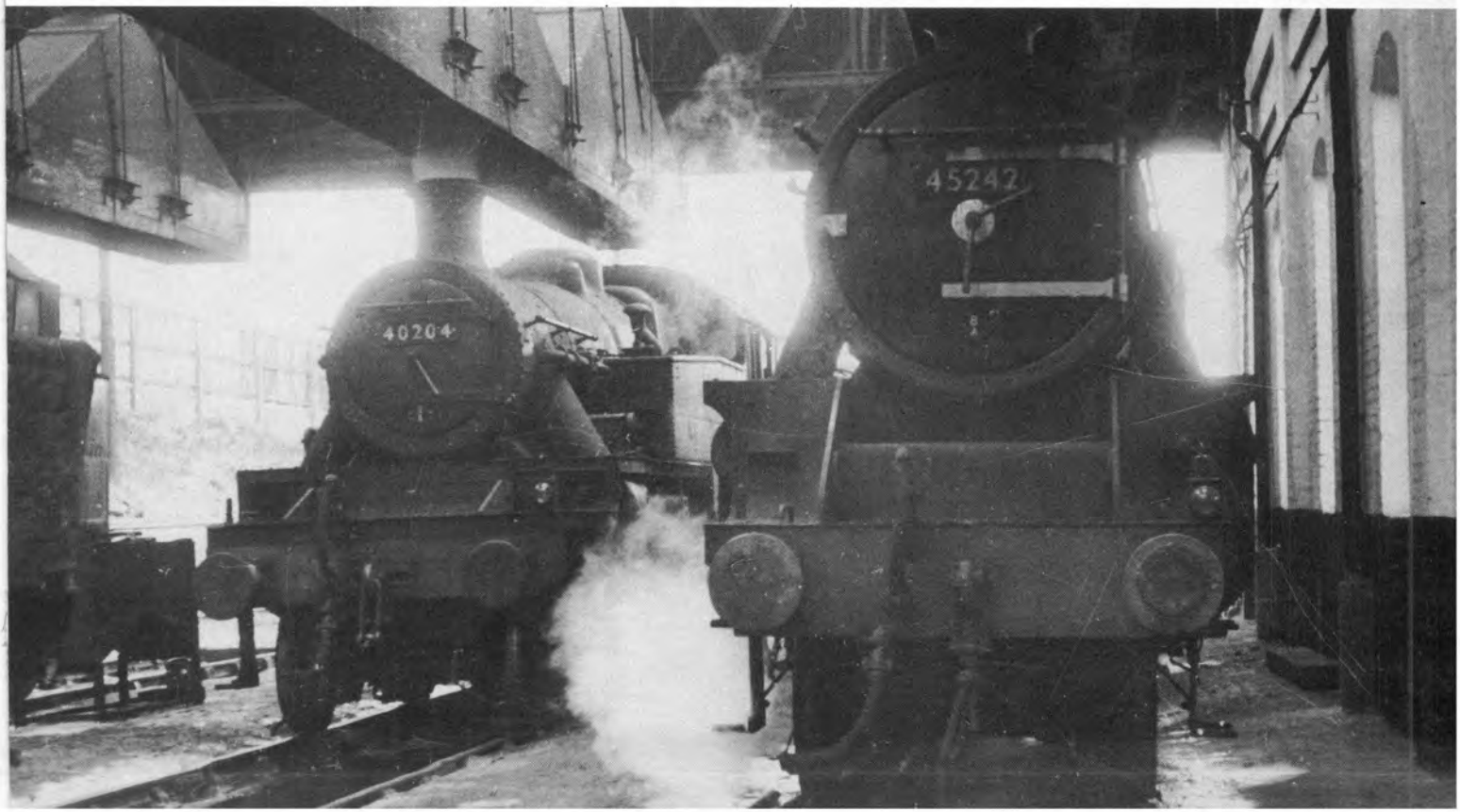
A pair of Fowler Class '3' tanks share the afternoon sunshine with Stanier Class '4' No.42590 on 14 April 1949. Fifteen of Watford's allocation of thirty-odd engines were passenger tanks for use on commuter traffic to Euston, while a few 0-8-0's were allocated for freight duties. [H. C. Casserley]

Plan of Rugby shed (2A, 1F)
This large depot, with its two engine sheds, had in 1950, an allocation of 98 of which 53 were Stanier Class '5' 4-6-0s. These were employed on a wide variety of mixed traffic duties on the West Coast Main Line, including the many relief expresses which ran at weekends and holidays.





A stranger within the gates of Chester shed. Former Great Central and LNER 'J10' 0-6-0 No.65140 is from the nearby Chester (Northgate) shed which had been taken over from the Cheshire Lines Committee at Nationalisation.
[Brian Morrison]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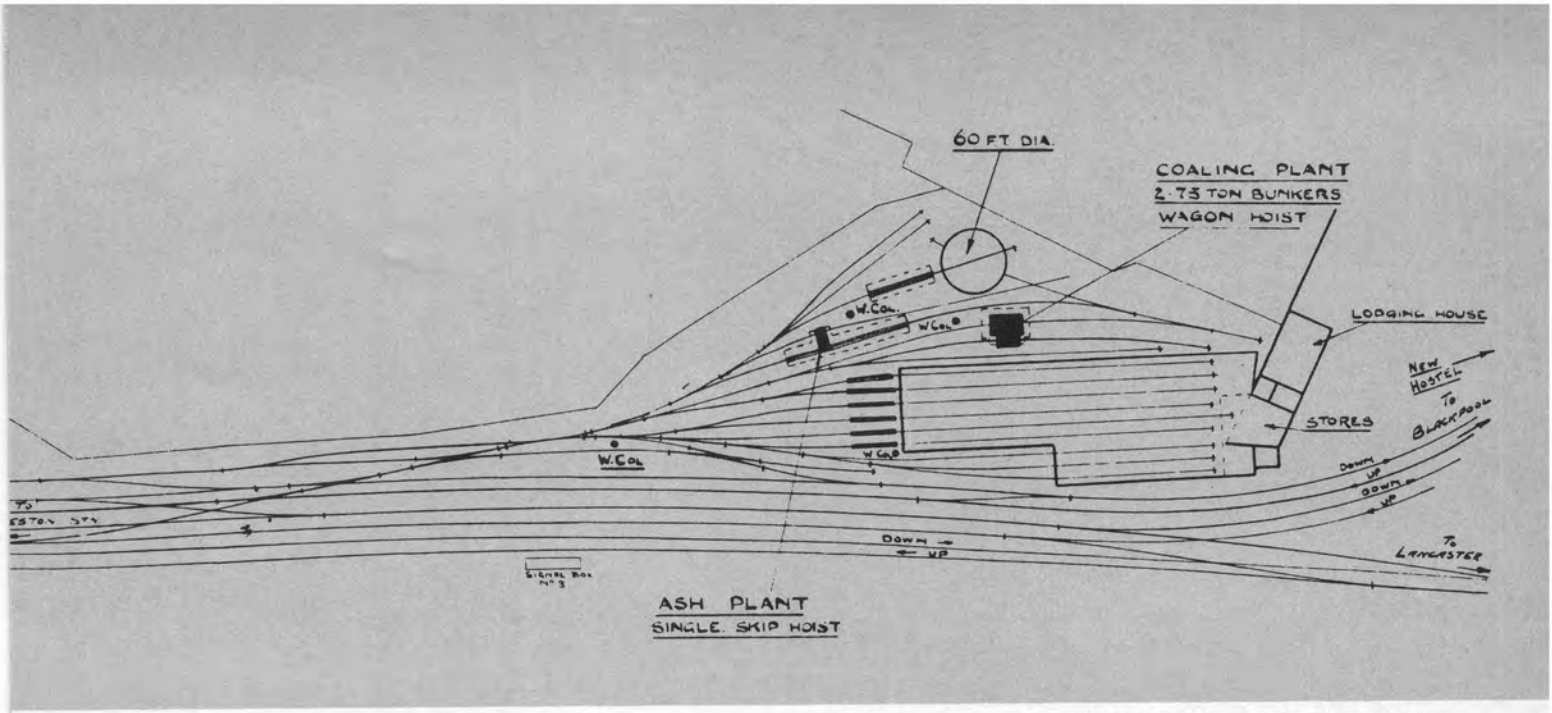
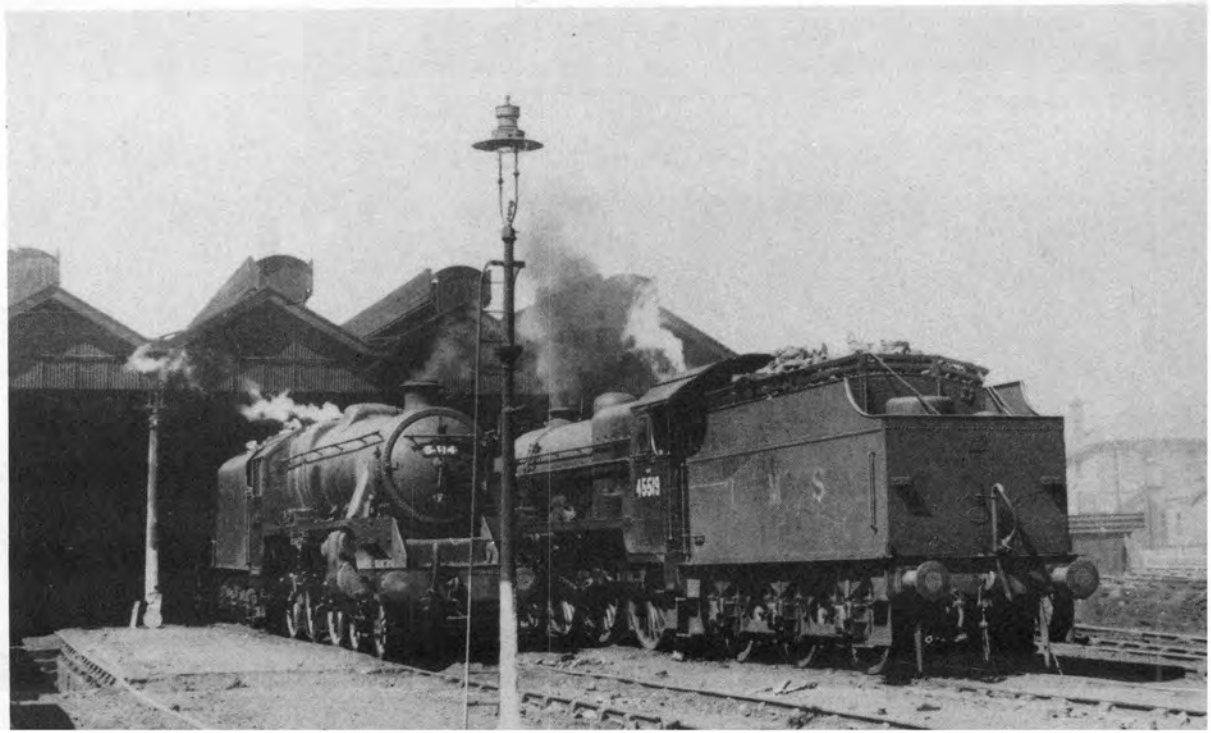


Plan of Preston shed (10A, 24K)

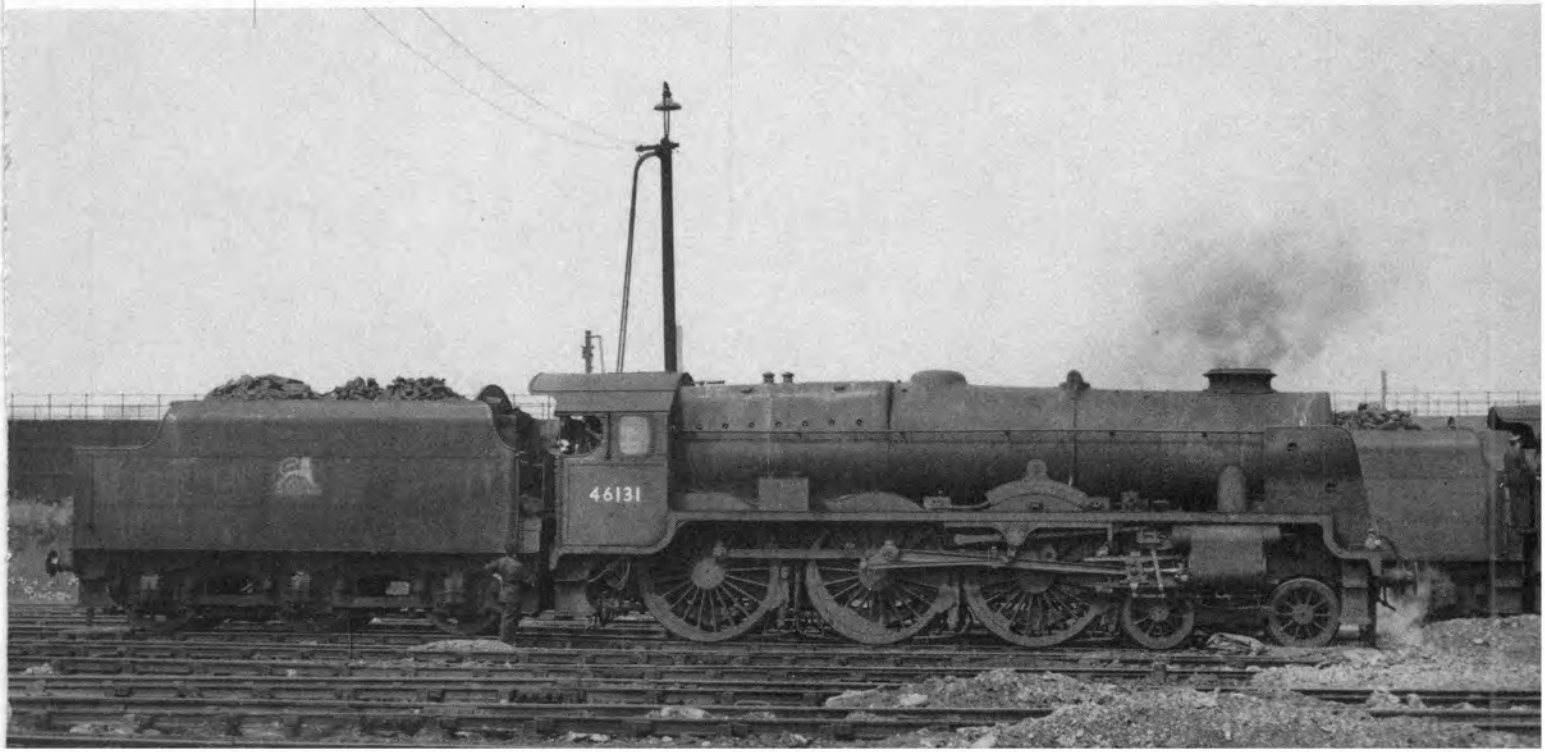


No.45519 *Lady Godiva* was one of Preston's six 'Patriots' on allocation in 1950. The others were Nos.45508/16/24/37/44 and there was in addition 'Jubilee' No.45599 *Galatea*, these 4-6-0s being used for the Blackpool line expresses. The Class '5', No.5414, is a visitor from Carlisle Upperby. [H. C. Casserley]

While Edge Hill had a dozen modern passenger tanks, there were also a few veterans at the depot at Nationalisation. Webb 'Coal Tank' No.58887, seen on 18 April 1950, was one of the survivors of the original 300 built between 1881 and 1896. [H. C. Casserley]

The former Cheshire Lines Committee depot at Brunswick was the home of ex-LMS and LNE locomotives. Stanier 2-6-4T No.42628 on shed, 22 August 1955, at a time when the roof was being replaced. [Brian Morrison]

BRITISH
RAILWAYS
46164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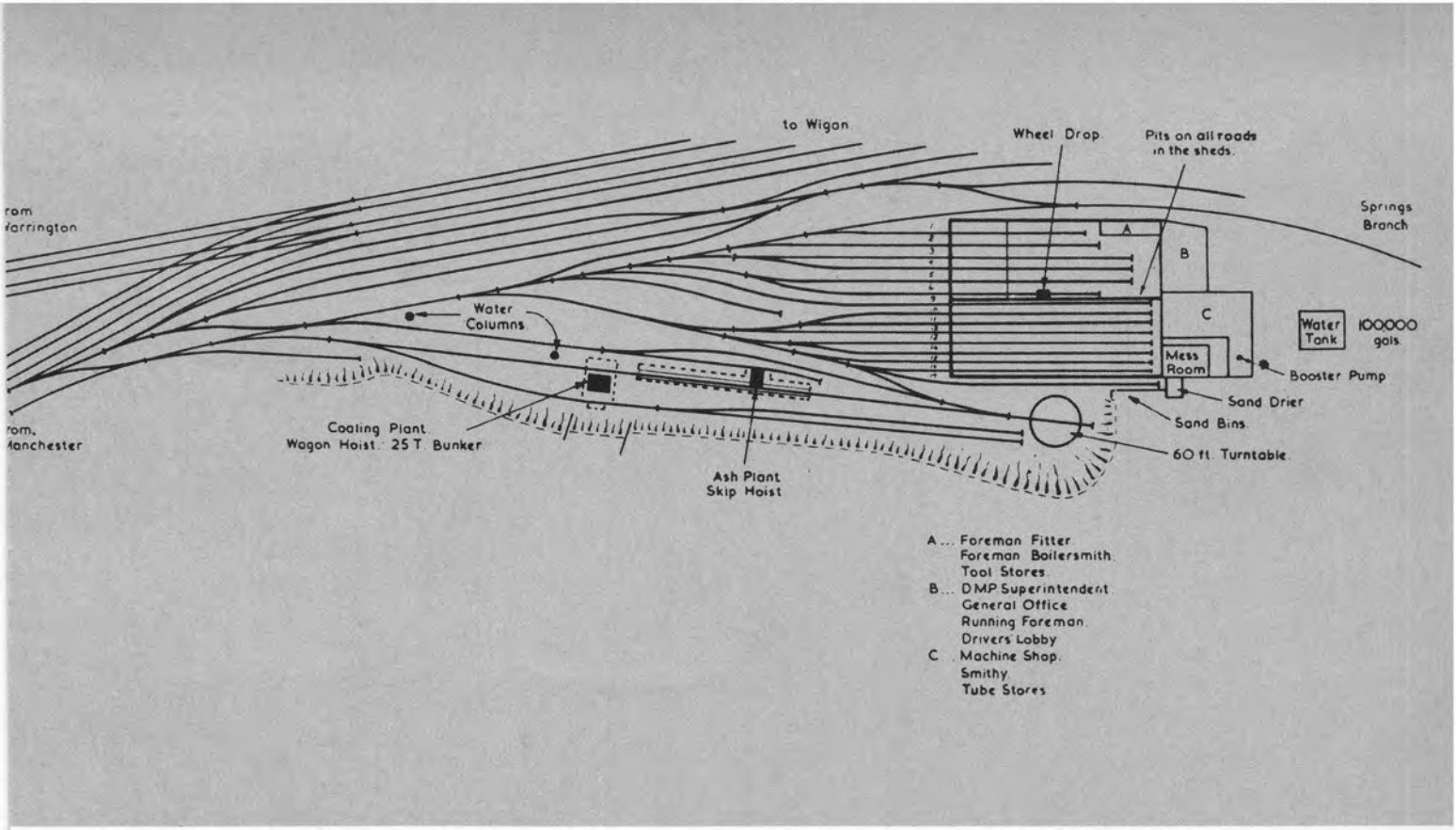
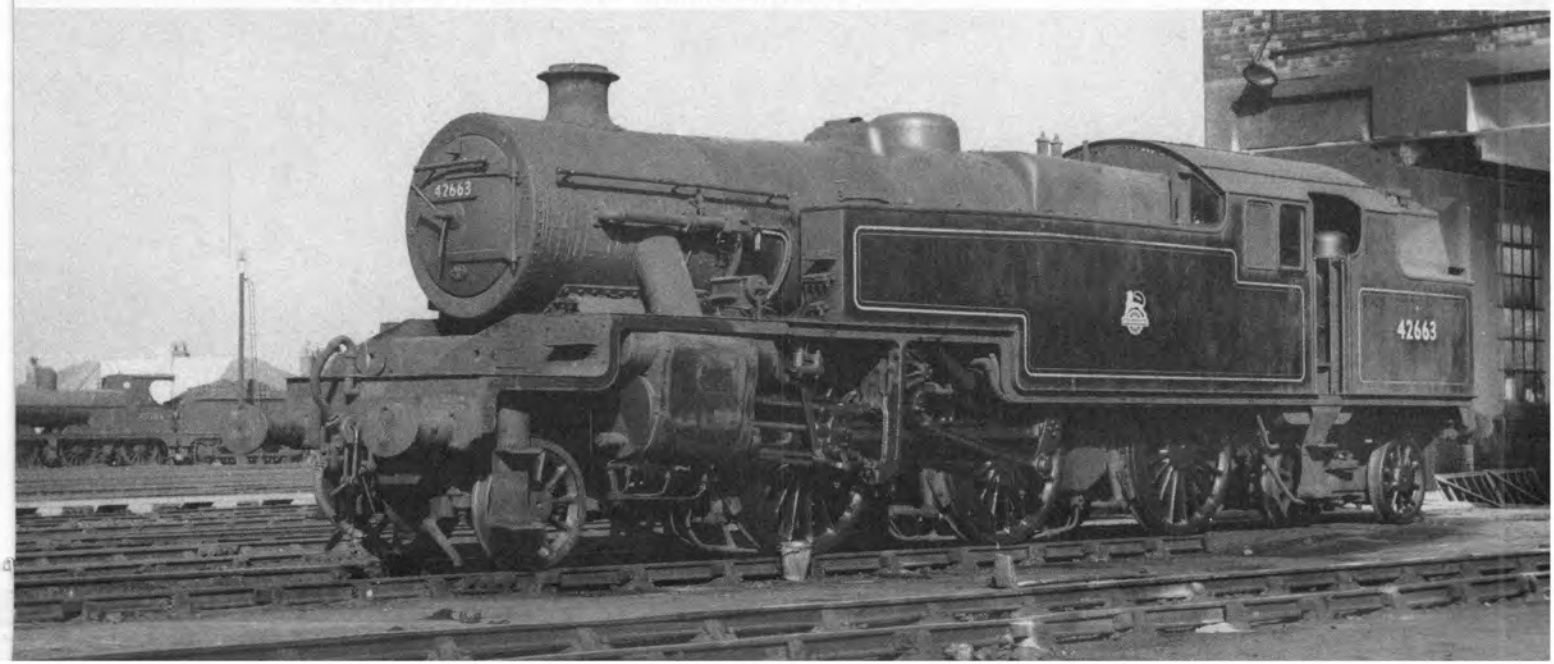


Plan of Springs Branch shed (10A, 8F)

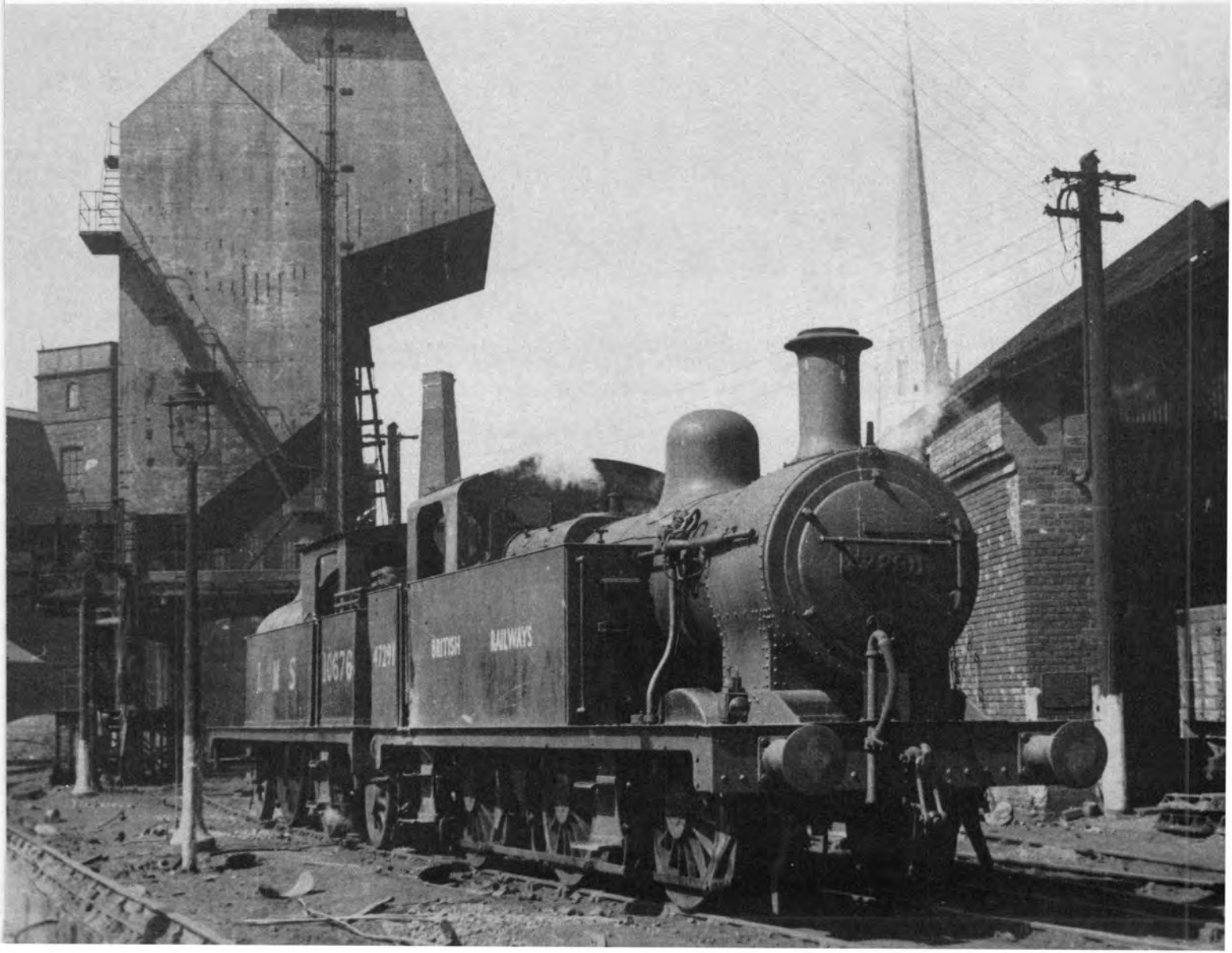
The shed yard, 25 April 1951, with some of the shed's varied passenger tanks and six- and eight-coupled goods engines on view. The 28 engines of the 1950 allocation included nine passenger tanks, two Moguls, seven 0-6-0s, seven 0-8-0s and three shunters. [H. C. Casserley]

Springs Branch usually had a score or so of the rugged old 0-8-0 goods engines of Class 'G2' and 'G2A' for its main line freight duties. Below: No.42663, one of the shed's ten 2-6-4Ts has had her paintwork wiped over before going off shed on 26 August 1955. [Brian Morrison]

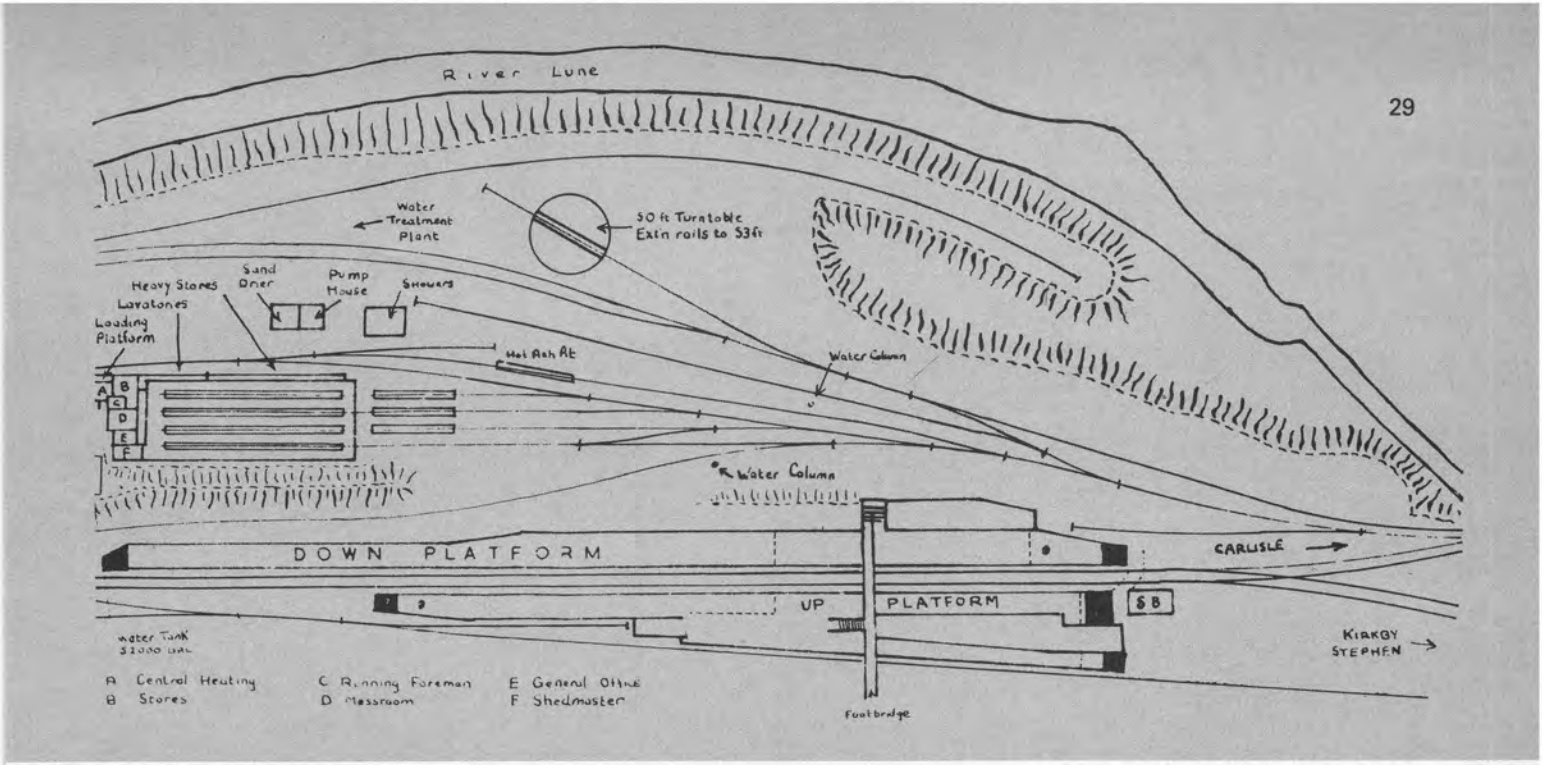


Preston used this little 33 ton 0-4-0 saddle tank in the local docks. Nos.7000-4 were built by Kitson of Leeds in 1932, while Nos.47005-9 were constructed in Horwich Works, 1953-4. These were the last engines of LMS design to be built. [H. C. Casserley]

The grace of the Church spire contrasts with the starkly functional appearance of the 150 ton capacity hopper in front of which stand Nos.47291 (Fowler '3F' 0-6-0T) and 10676 (Aspinall '2P' 2-4-2T). Preston had three 'Jinties' and three 2-4-2Ts in 1950. [H. C. Casserley]



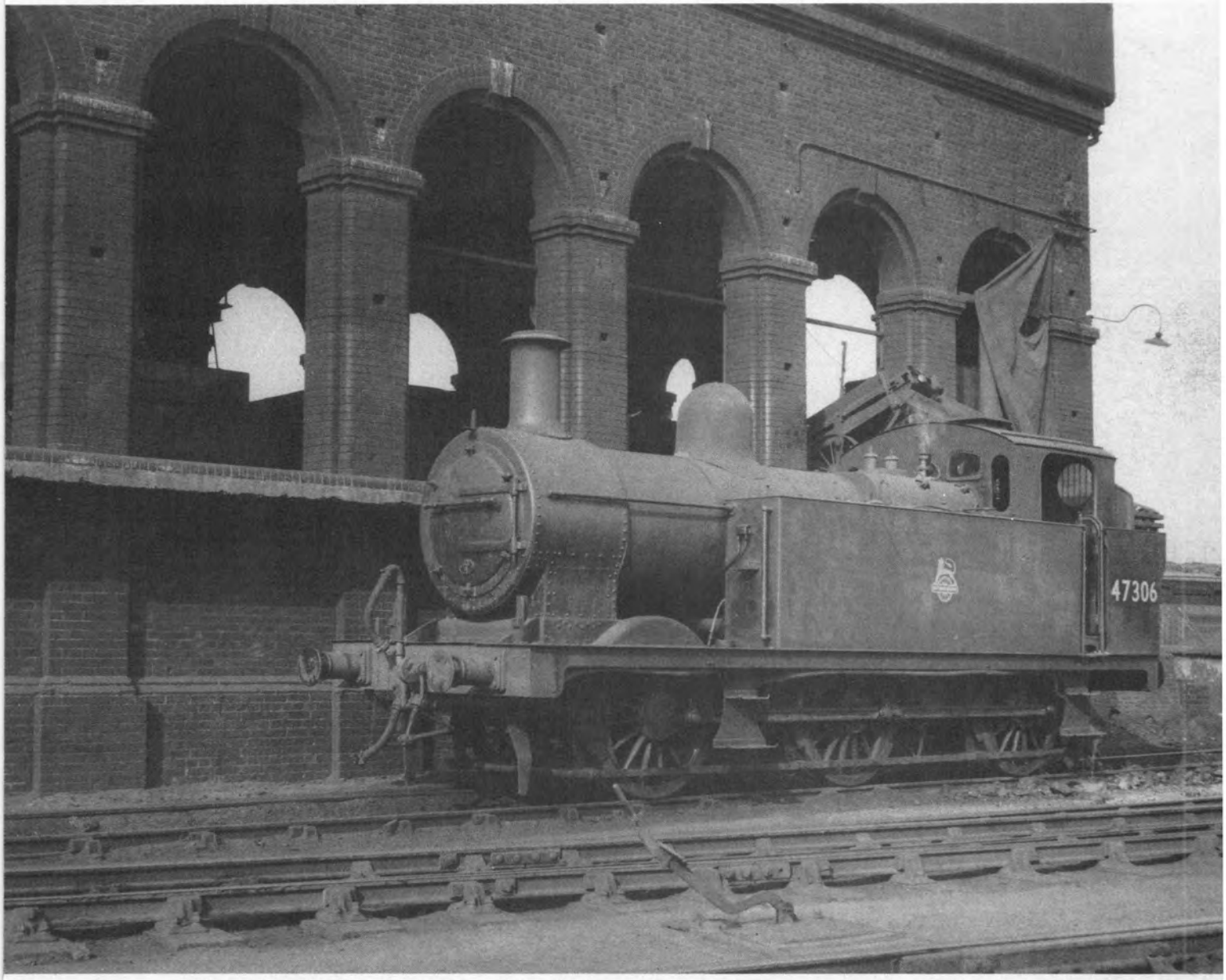
Fowler Class '4P' 4-4-0 No.40933 at Monument Lane. Besides this solitary Compound the depot usually boasted two or three Class '5's for main line passenger turns.
[M. J. Howarth]



Plan of Tebay (11E, 11D)

The Fowler tanks, seen on 31 May 1951, are part of the shed's small allocation of banking engines which spent their time assisting heavy freights over the lengthy Shap incline. [H. C. Casserley]

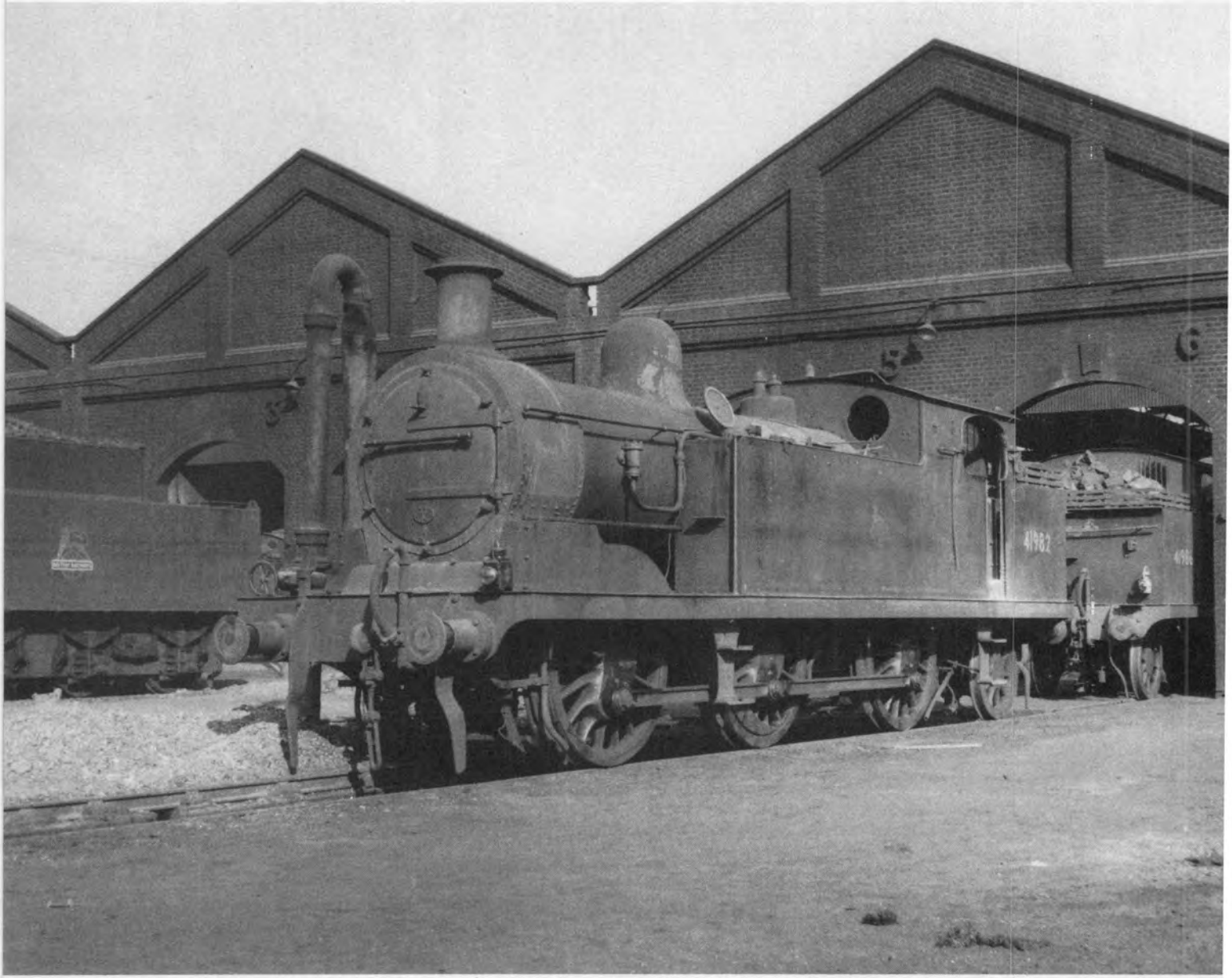
Two general views of the former London, Tilbury and Southend depot at Plaistow, (13A, 33A) in East London. Above: 23 June 1945. [H. C. Casserley]. Below: April 1957. [Peter Winding]



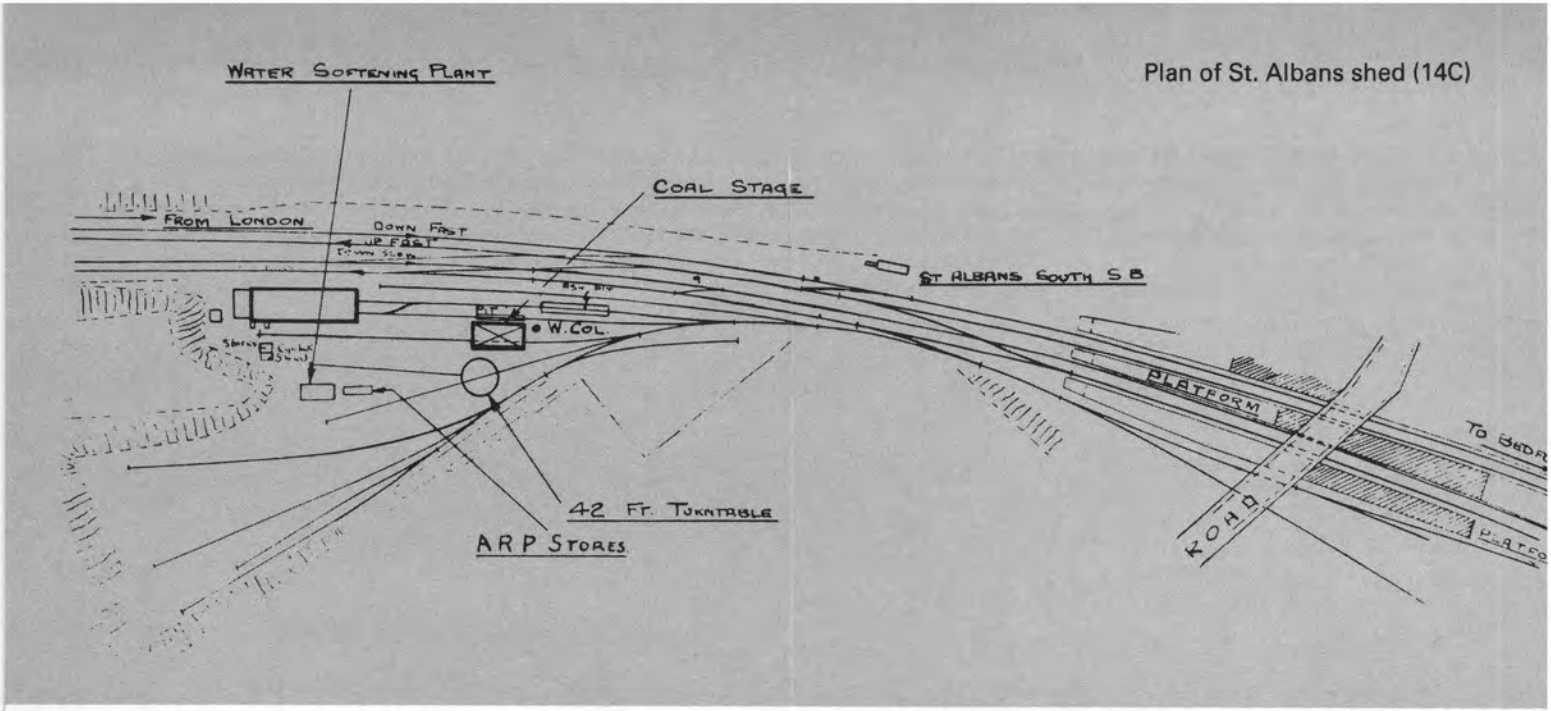
'Jinty' No.47306 stands alongside the solid-looking brick-built coal stage at Plaistow, 16 April 1955. The depot had a number of these tanks for shunting the local yards in the East End of London.

[Brian Morrison]

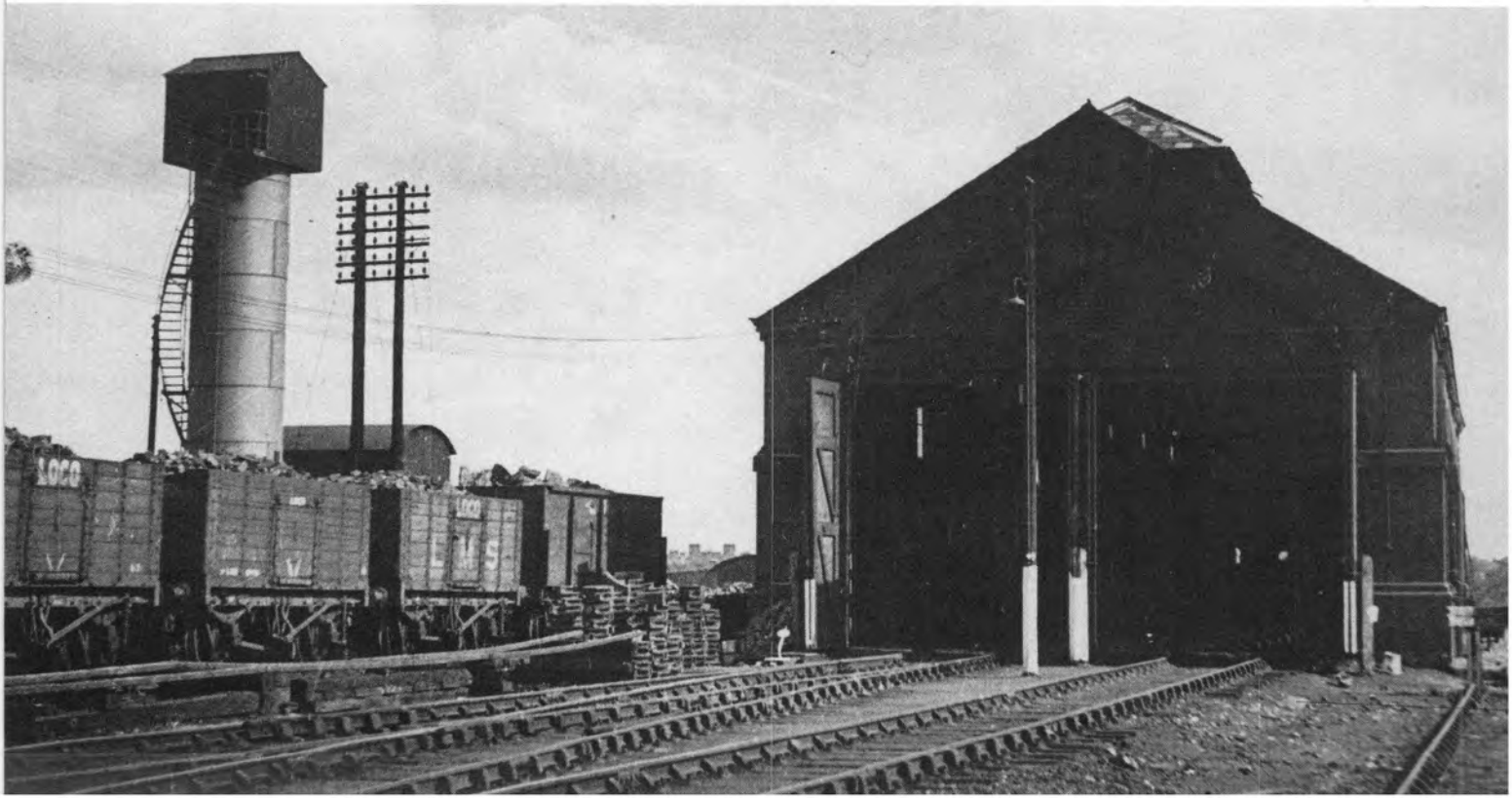
Originally the major locomotive depot of the LTSR, Plaistow became part of the Midland Railway in 1912 and the LMS in 1923. A further upheaval came after Nationalisation in 1948 when the Tilbury lines were consolidated into Eastern Region. The locomotive stock remained firmly 'LMS' however and included several examples of the original motive power. No.41982, seen on 16 April 1955, is one of 14 0-6-2 tanks built to Whitelegg's design between 1903 and 1912. [Brian Morrison]



Shortly after his appointment as Chief Mechanical Engineer of the LMSR, William Stanier authorised the design of a new class of express 2-6-4 tank. This was a development of the already successful Fowler machine, the new design having a taper boiler and significantly, three cylinders. This latter feature appeared on 37 engines for working the Tilbury lines which required locomotives with a low hammer blow on the track. No.42525 poses with a group of enginemen at Plaistow on 16 April 1955. She had come up from Shoeburyness, where 30 of these Staniers were shedded. Plaistow possessed the remaining seven. [Brian Morrison]



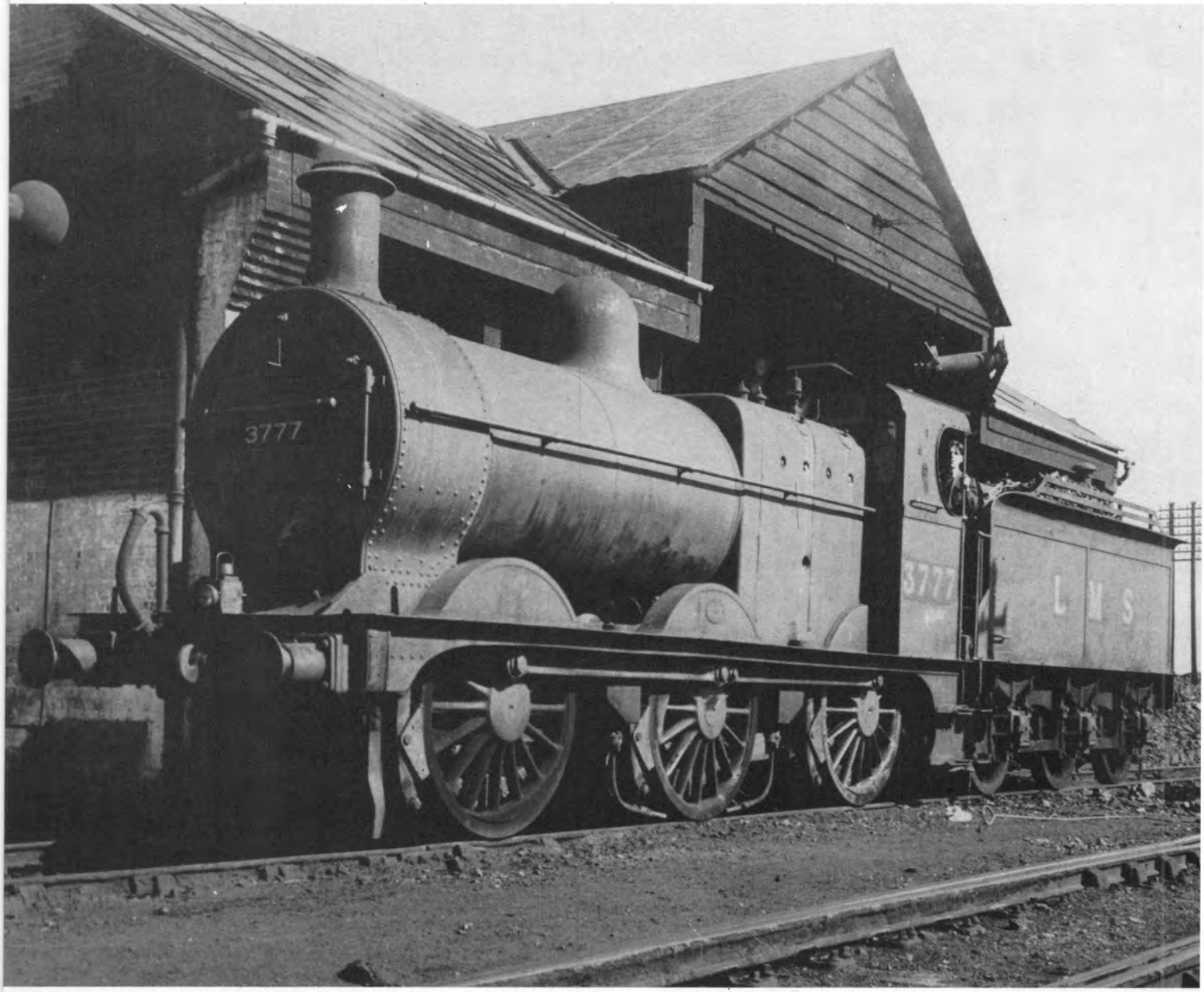
Plan of St. Albans shed (14C)

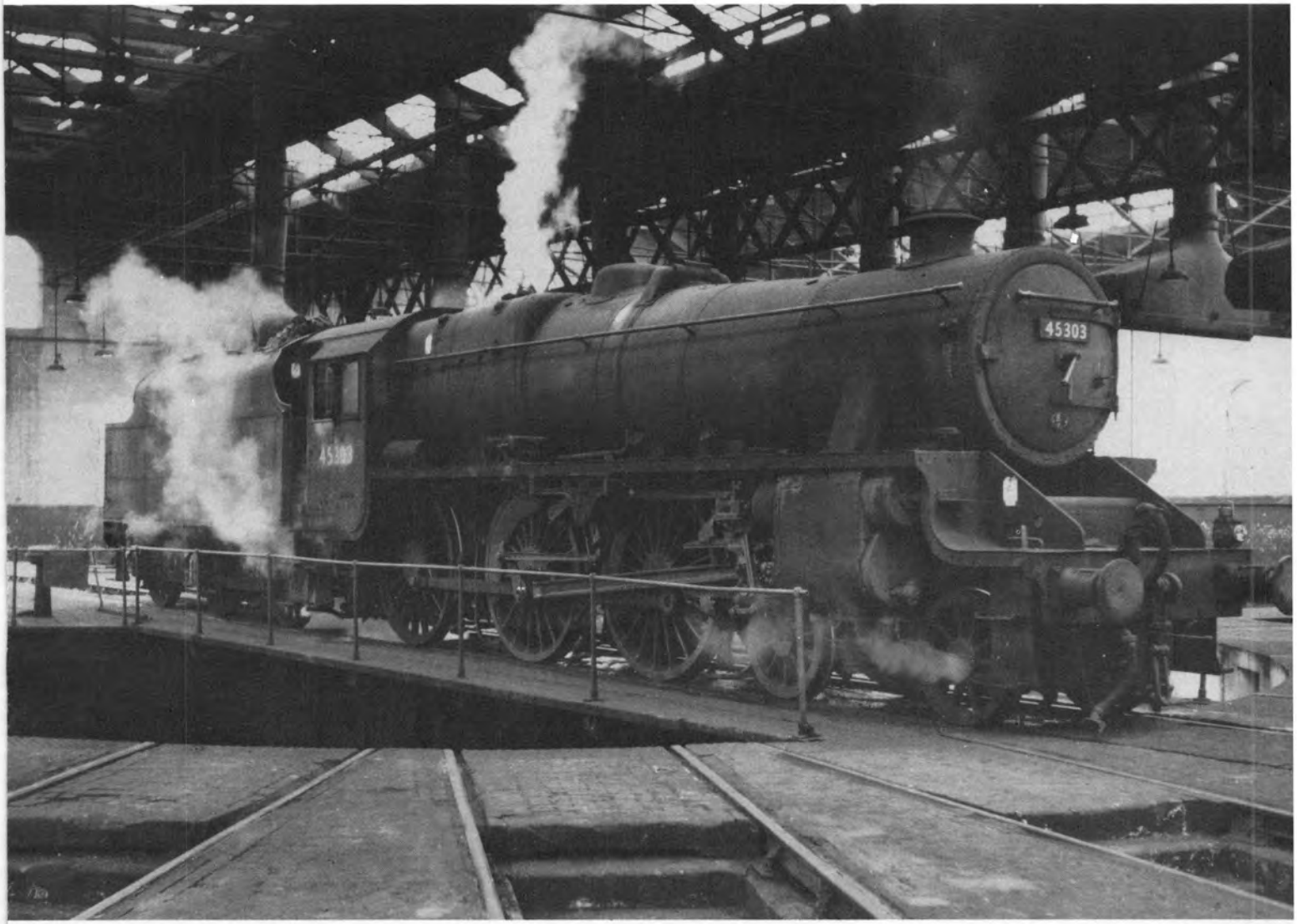


The depot had a small allocation (17 engines in 1950) which included four of the Fowler Class '3' 2-6-2 tanks for working the Hemel Hempstead branch. No.15520 (original numbering) is on shed, 18 June 1932. [L. T. George Collection]

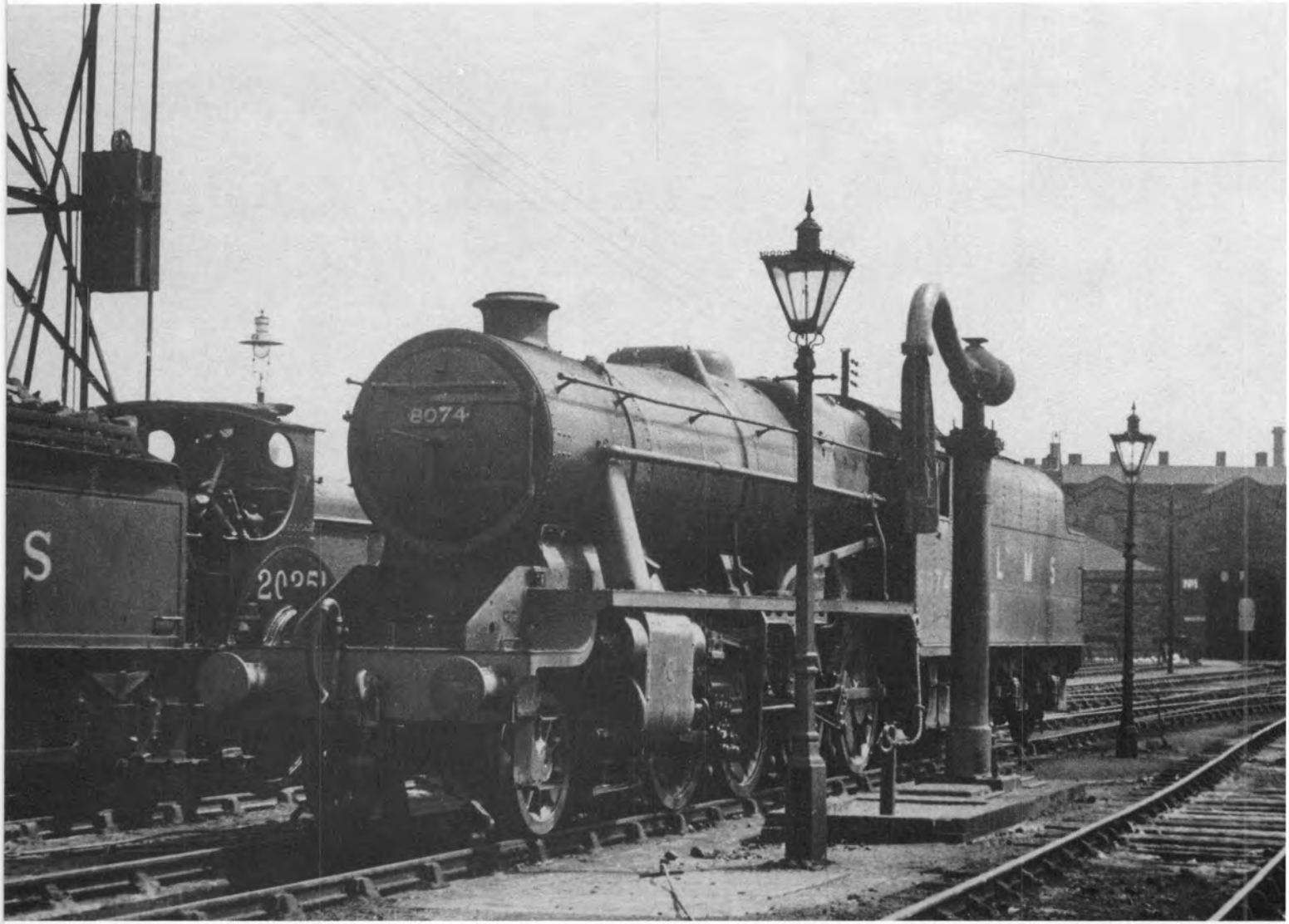
The two-road shed, 2 June 1945. [H. C. Casserley]

Any ex-Midland shed was bound to have some 0-6-0s allocated for freight work. St. Albans had a couple; No.3777 is by the simple coal stage on 1 May 1949. [L. T. George Collection]





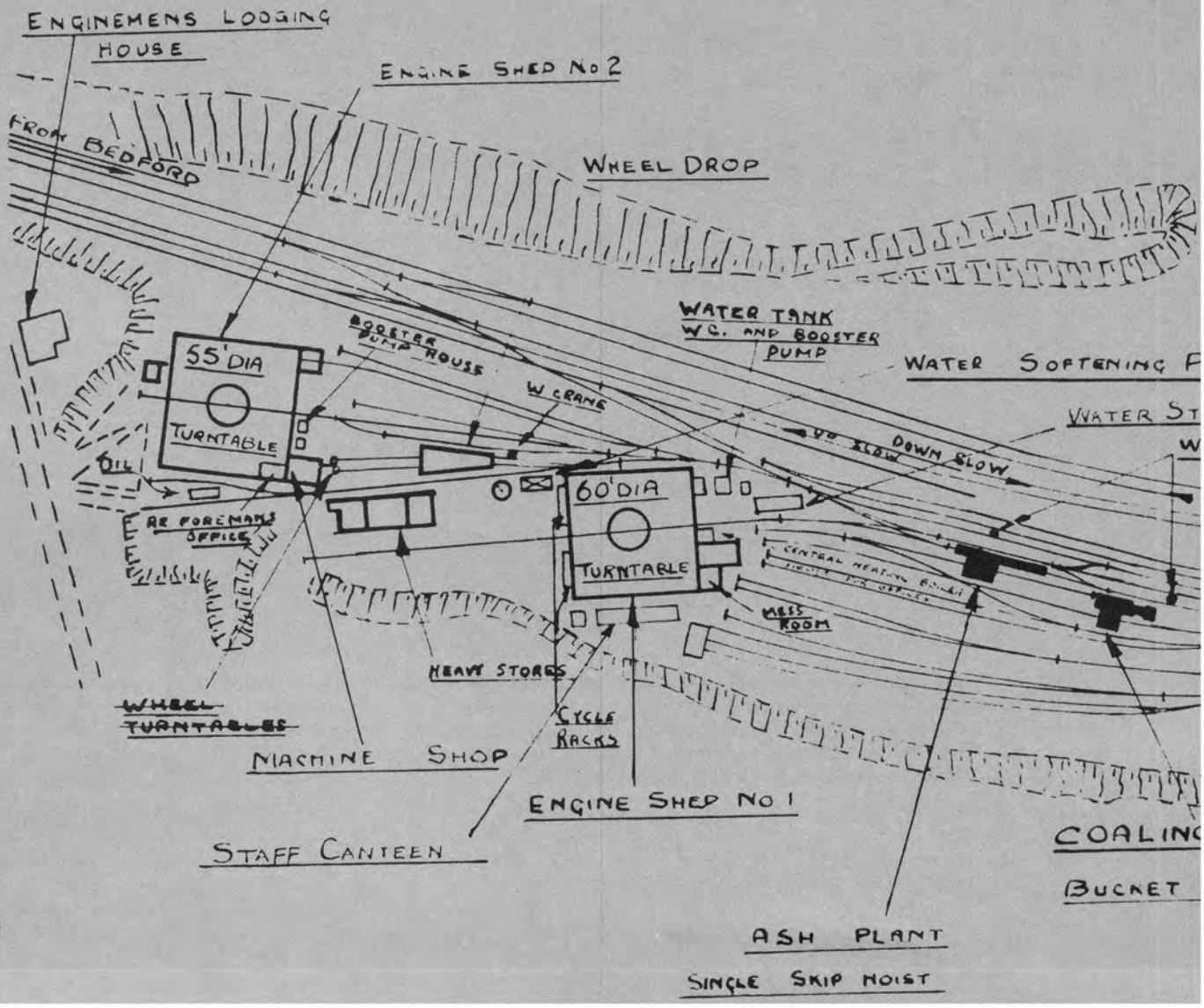
Stanier Class '5' 4-6-0 No.45303 has less than a foot to spare at each end as she revolves on the 55-foot table inside No.2 shed at Wellingborough M P D on 15 September 1965. The roundhouse type of shed allowed the easy stabling of locomotives but there was always the fear of the table being put out of action, thus trapping the engines inside. The Midland Railway built many roundhouse sheds for its motive power. [Hugh Ballantyne]



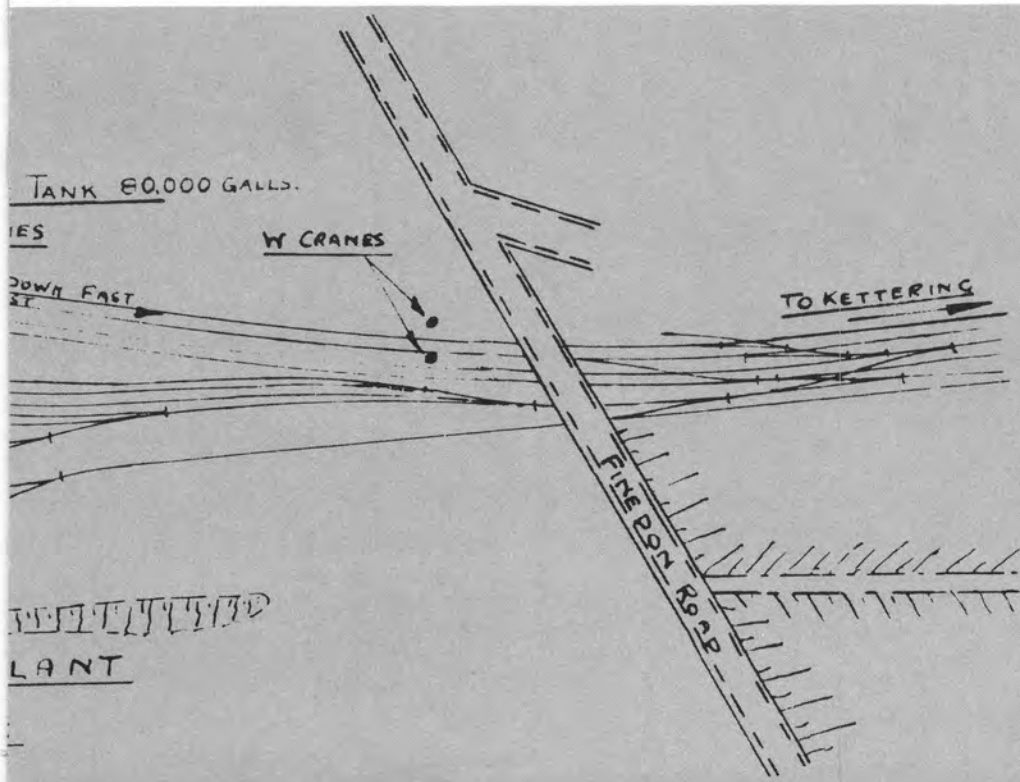
A number of the then new Stanier '8F' 2-8-0s were put to work on the Midland line heavy mineral trains in the mid-1930s. An early example, No.8074, stands in the shed yard at Wellingborough on 3 July 1937. The water column and the picturesque gas lamps, like the steam engines themselves, now seem like objects from another age. [H. C. Casserley]

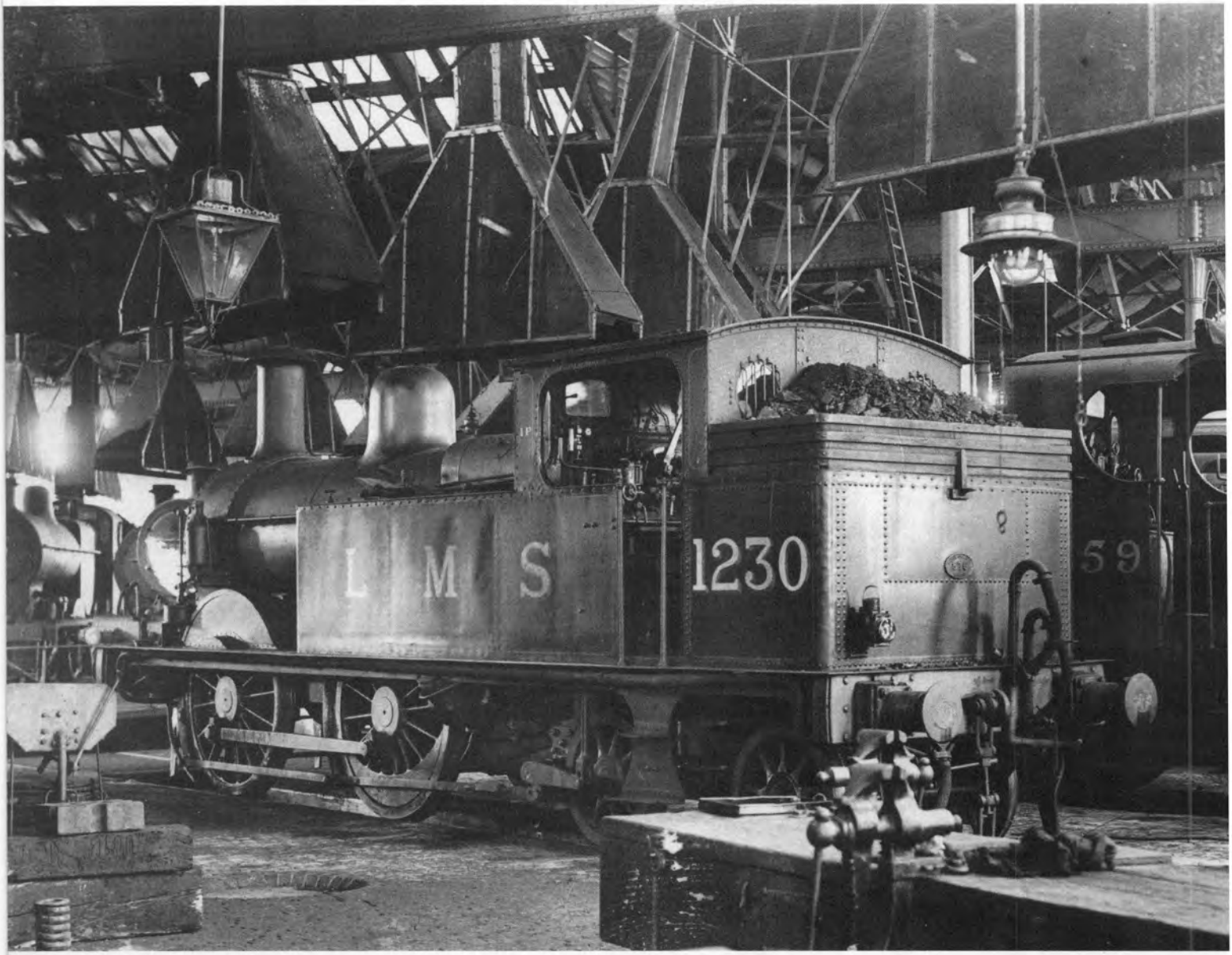
Wellingborough, sitting astride the Midland main line from London to the North, was very much a freight depot. Its engines worked the heavy coal trains up to Brent sidings and helped bring the hundreds of empties back to the coalfields of the Midlands and Yorkshire. By the 1950s, there were 50 Stanier '8Fs' allocated out of a total roster of 81 engines. No.48111 of Nottingham and Hughes 'Crab' 2-6-0 No.42792 of Rowsley were visitors on 24 September 1955. [H. C. Casserley]

Plan of Wellingborough shed (15A)



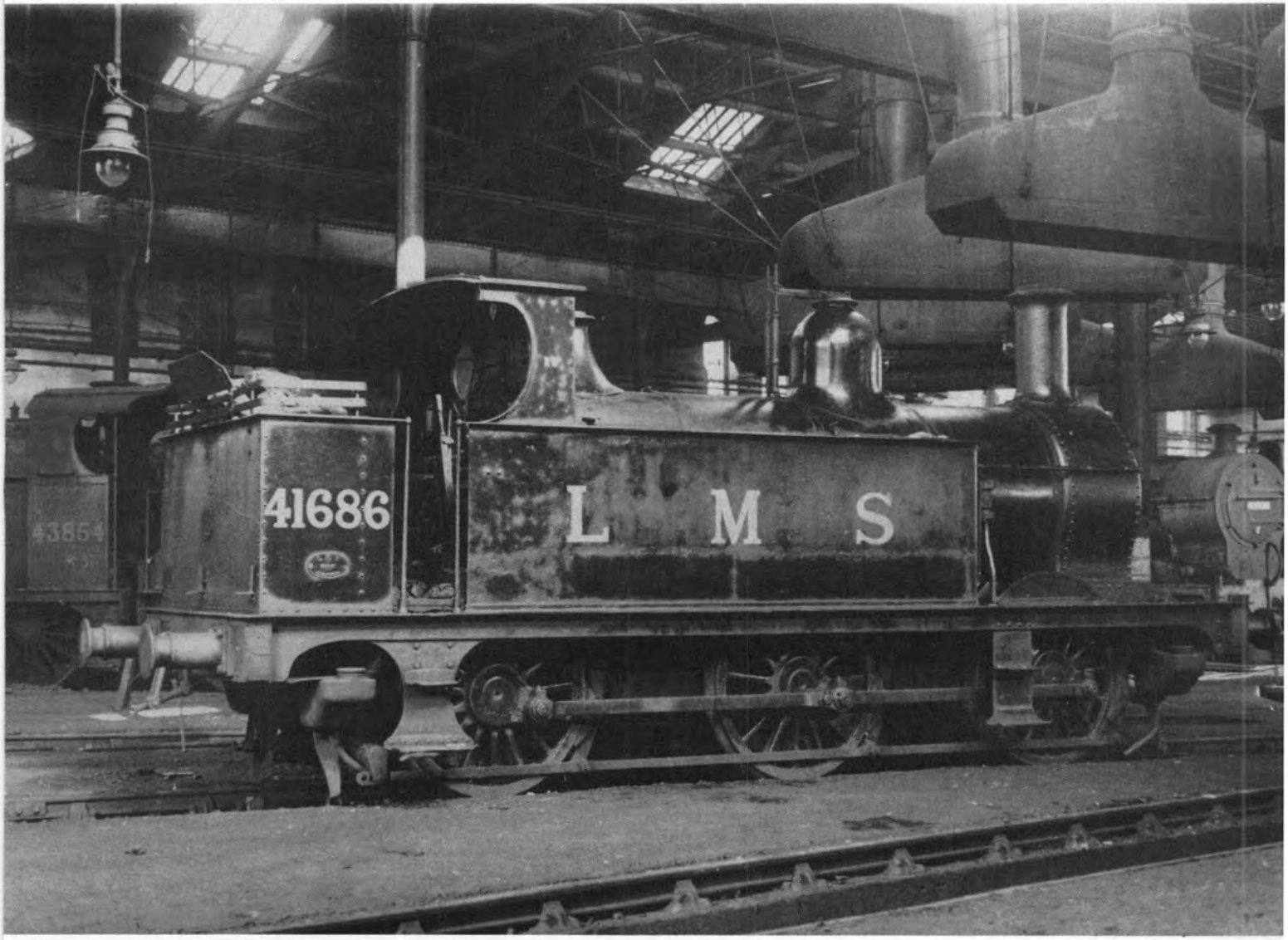
Wellingborough acquired a sizeable stud of the powerful Standard '9F' 2-10-0s in the 1950s, including the ten (Nos.92020-9) fitted with Crosti boilers. This view of No.92027 (24 September 1955) shows the side chimney through which the exhaust steam made its exit to the atmosphere after pre-heating the feed water.
[H. C. Casserley]



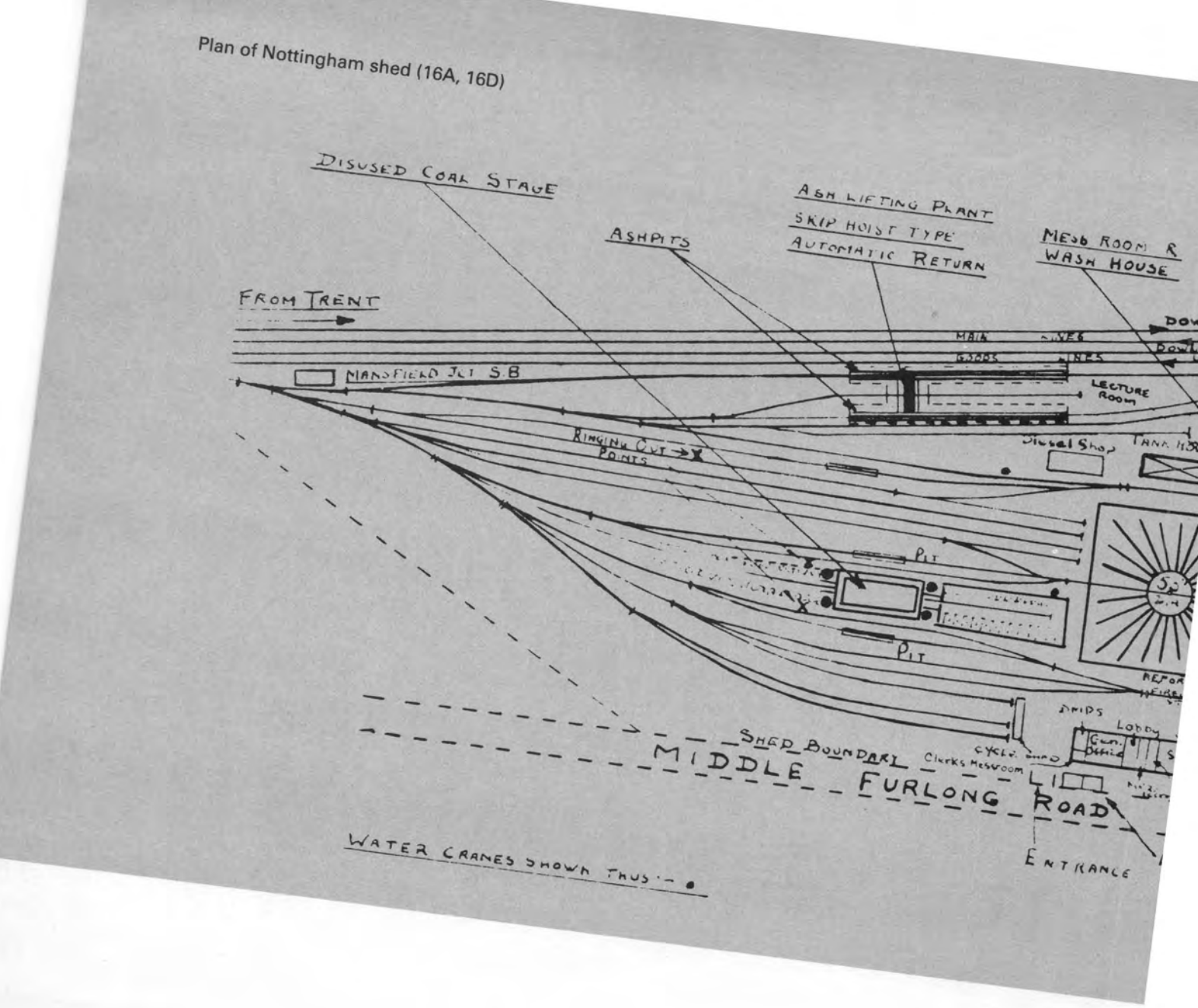


Formerly SDJR No. 52, Johnson '1P' 0-4-4T No. 1230 has found a new home at Wellingborough (3 September 1933) following the absorption of the Somerset and Dorset's locomotive stock into the LMS lists in 1930. The polished footplate fittings suggest that the little tank has regular enginemen.

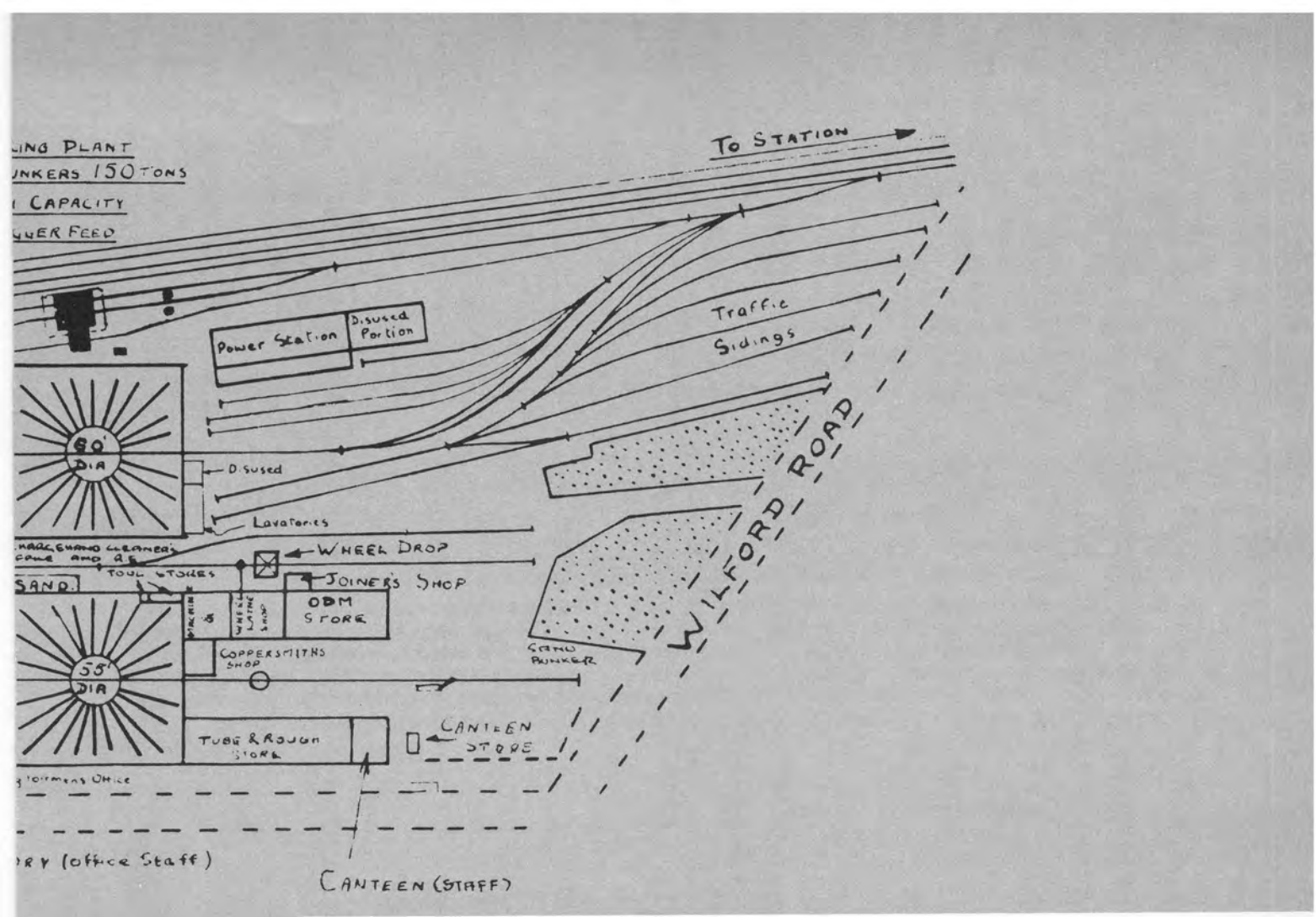
A Johnson veteran 0-6-0 tank carries her BR number 41686, but still retains LMS lettering, 3 June 1950. The 280 engines of this '1F' Class were built 1874-1900 and 95 survived to enter British Railways service. No.41686 is seen in company with '4F' 0-6-0s inside Nottingham shed. [H. C. Casserley]

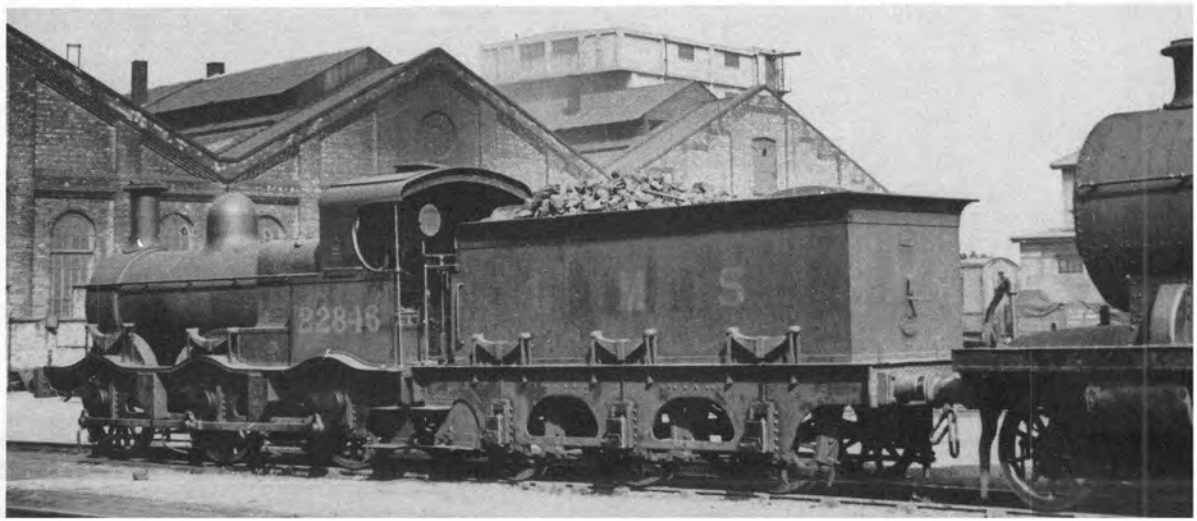


Plan of Nottingham shed (16A, 16D)



Kirtley double framed '1F' 0-6-0 No.22846 outside





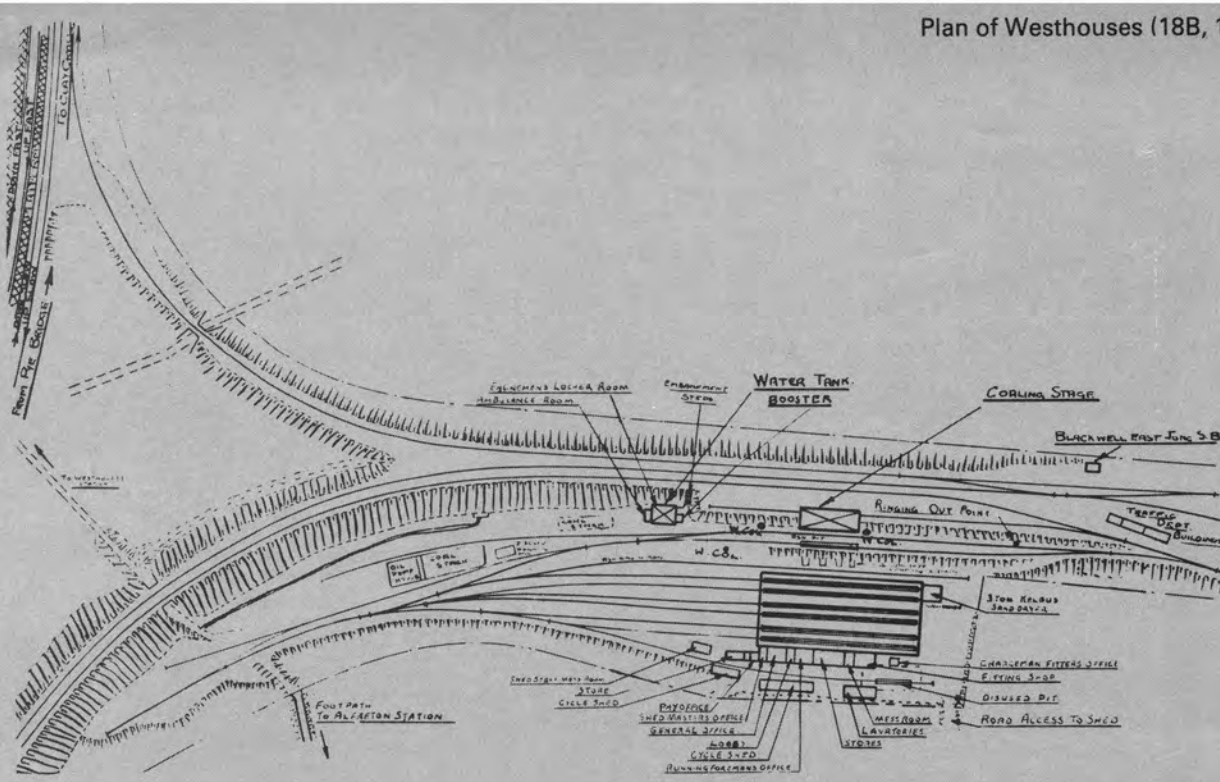
ay 1937. [H. C. Casserley]

A beautiful little express engine left over from the Victorian era: No.20219 is a 6ft 9in Johnson '1P' 2-4-0, one of 65 built 1876-81. The date of this scene is 29 May 1937. [H. C. Casserley]. Below: Nottingham shed housed a fleet of 4-4-0s for semi-fast duties, including half a dozen Compounds. No.40935 has been specially cleaned for an enthusiasts' special, 16 May 1954. This big depot, being one of the major establishments of the East Midlands, had over 130 engines, the majority being ex Midland classes, including approximately fifty 0-6-0s. There were also Stanier types, such as the five 'Jubilees' and six Class '5s' for the top link St. Pancras express duties.

[Hugh Ballantyne]

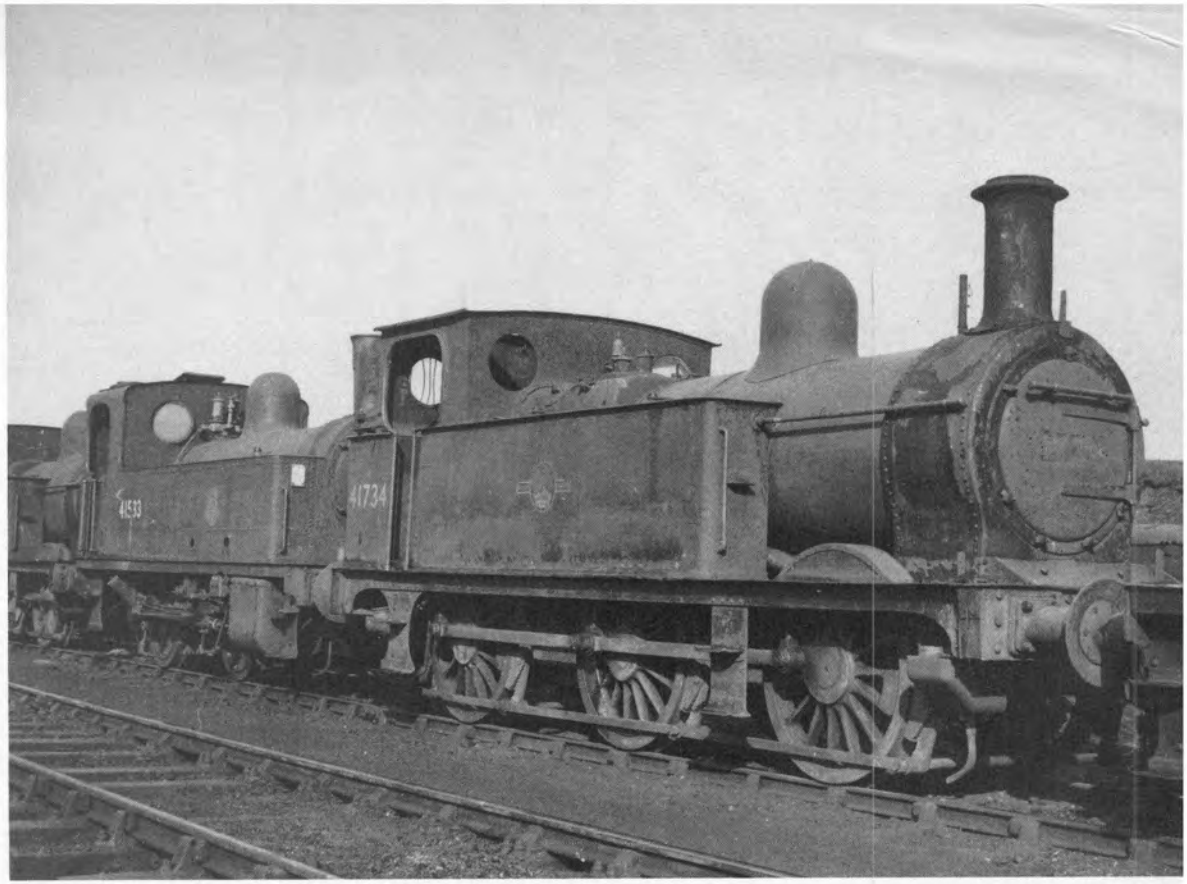
Many of the ex-Tilbury engines were scattered around the LMS system after Grouping. Nottingham had a half-dozen of Whitelegg's '2P' 4-4-2Ts which were used mainly on the locals to Mansfield. No.41925 is on shed, 3 June 1950. [H. C. Casserley]

Plan of Westhouses (18B, 16G)



A few of the 50-odd engines allocated to the predominantly freight depot at Westhouses, situated between Toton and Chesterfield. [H. C. Casserley]

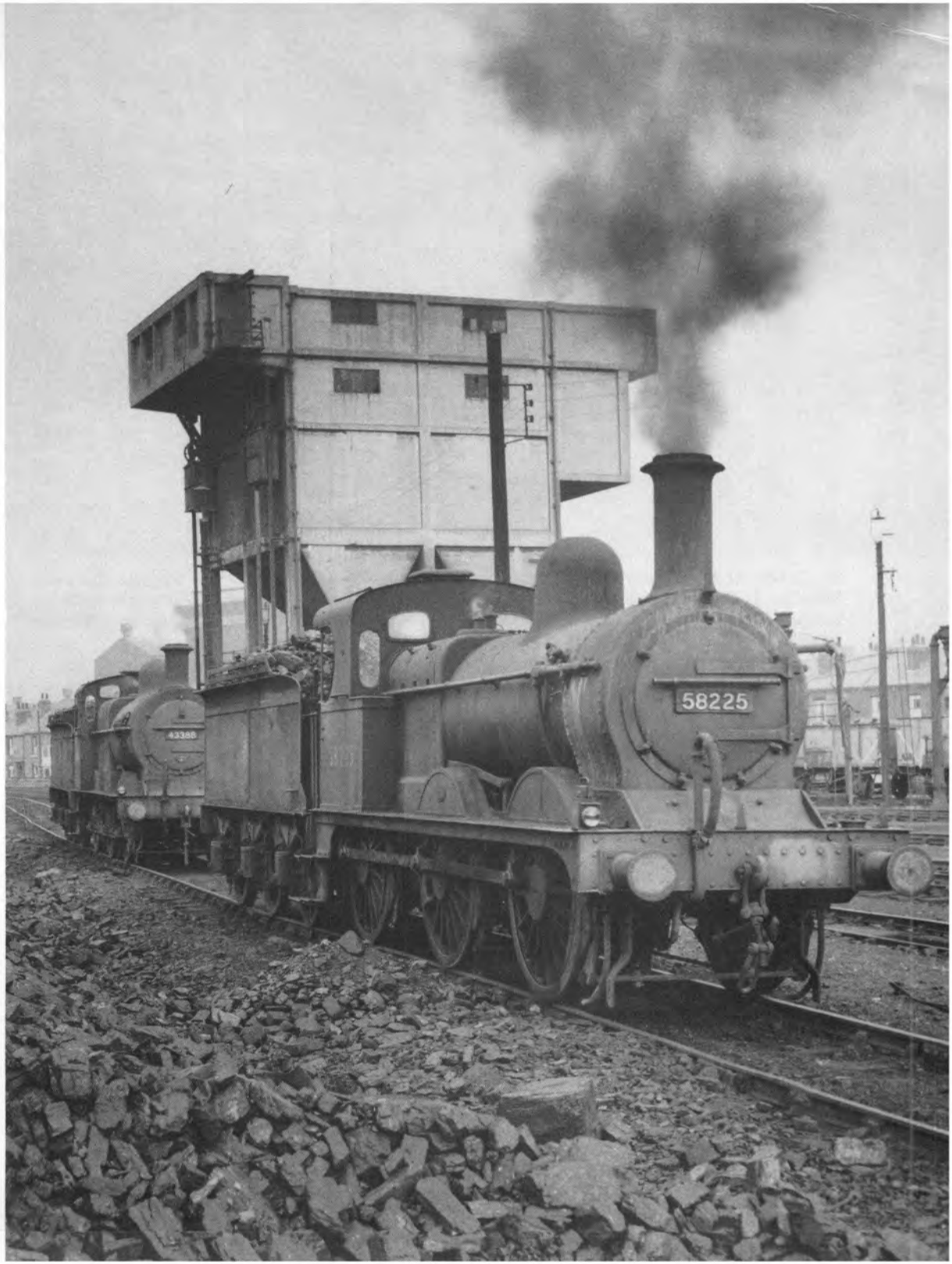
S. W. Johnson '1F' 0-6-0T No.41734 on Canklow (19C) shed, *c.*1952. This shed was situated 2 miles south of Mexborough. [M. J. Howarth]. Below: Fowler '4F' 0-6-0 No.44157 at Canklow, 8 June 1956. This freight depot had some 50 engines allocated in the 1950s. [H. C. Casserley]

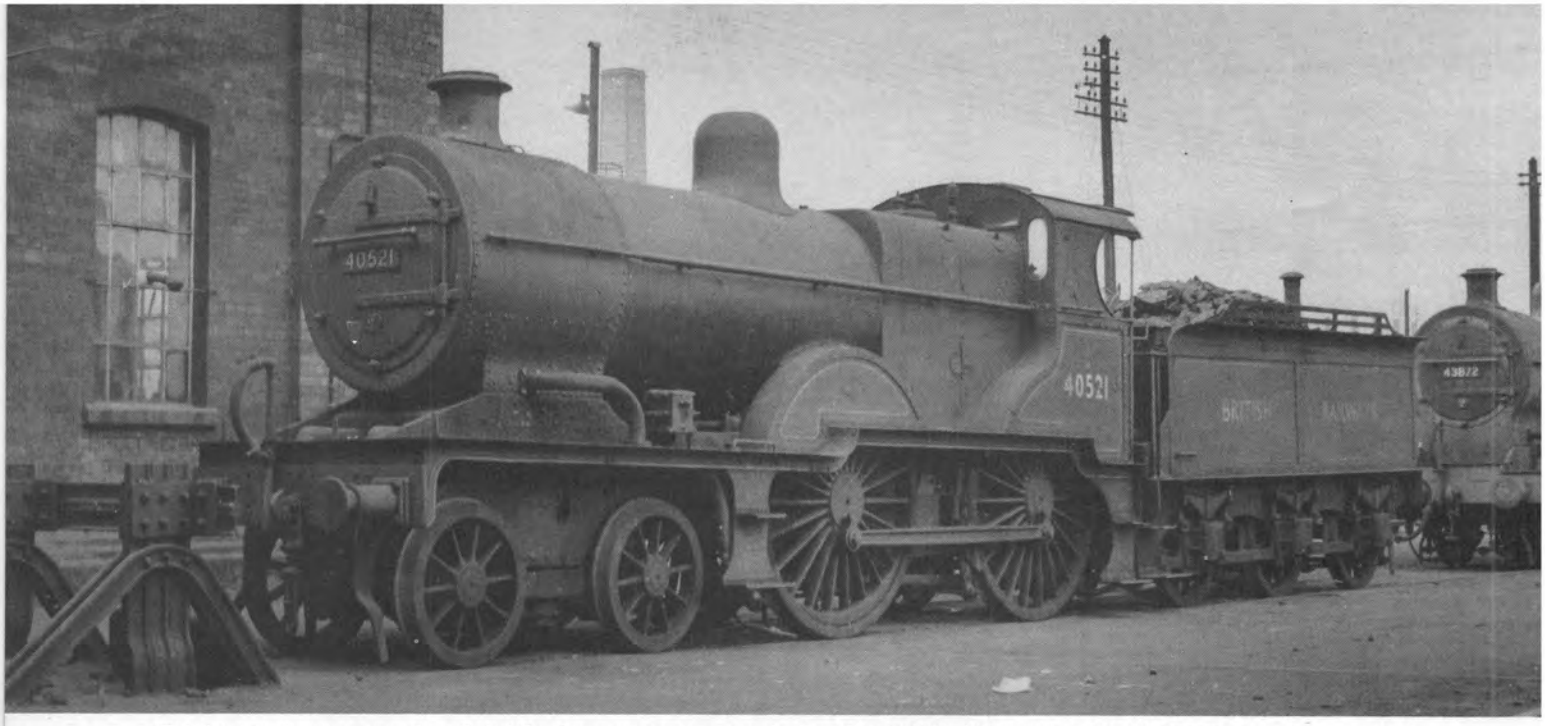


Something seems to be amiss with the table at Sheffield Brightside as the driver prepares his recently constructed '8F' No.8003 on 6 June 1936. An engine of this size would require at least an hour's preparation time for the driver to oil all the motion and set the trimmings while his fireman built up the fire, checked the sandboxes and trimmed his coal in the tender. [H. C. Casserley]

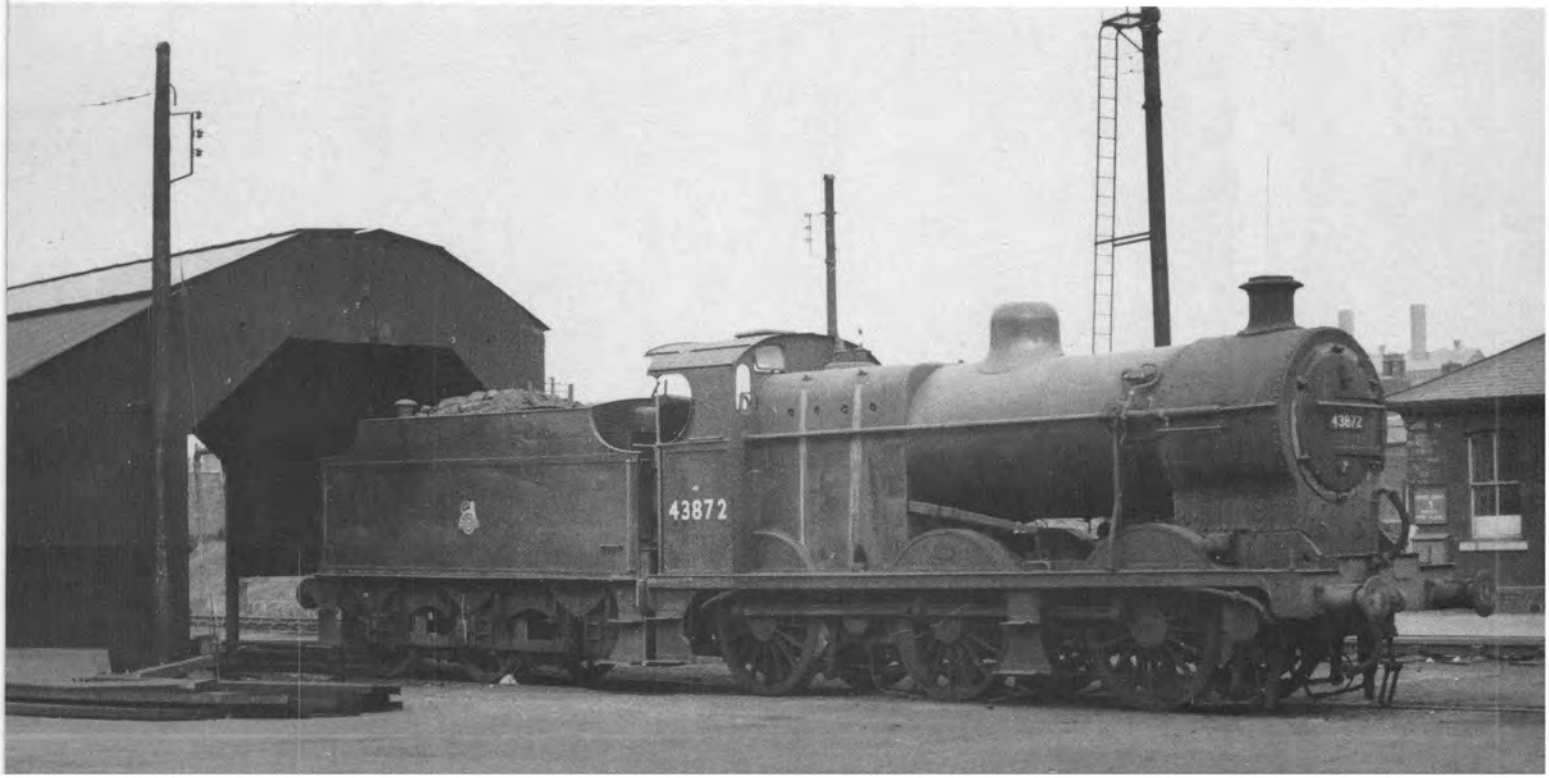
Most ex-Midland Railway depots possessed a number of that Company's 0-6-0 freight engines and Sheffield (Brightside) was no exception, having about 15 in the 1950s. These were long-lasting machines, having been built from 1875 onwards and remaining in service almost to the end of steam. Originally built for heavy freight haulage, they were mainly used on local pick-up and coal trains by B R days, but had earned their original cost many times over. Nos.58225 and 43388 are at Sheffield on 27 August 1955.

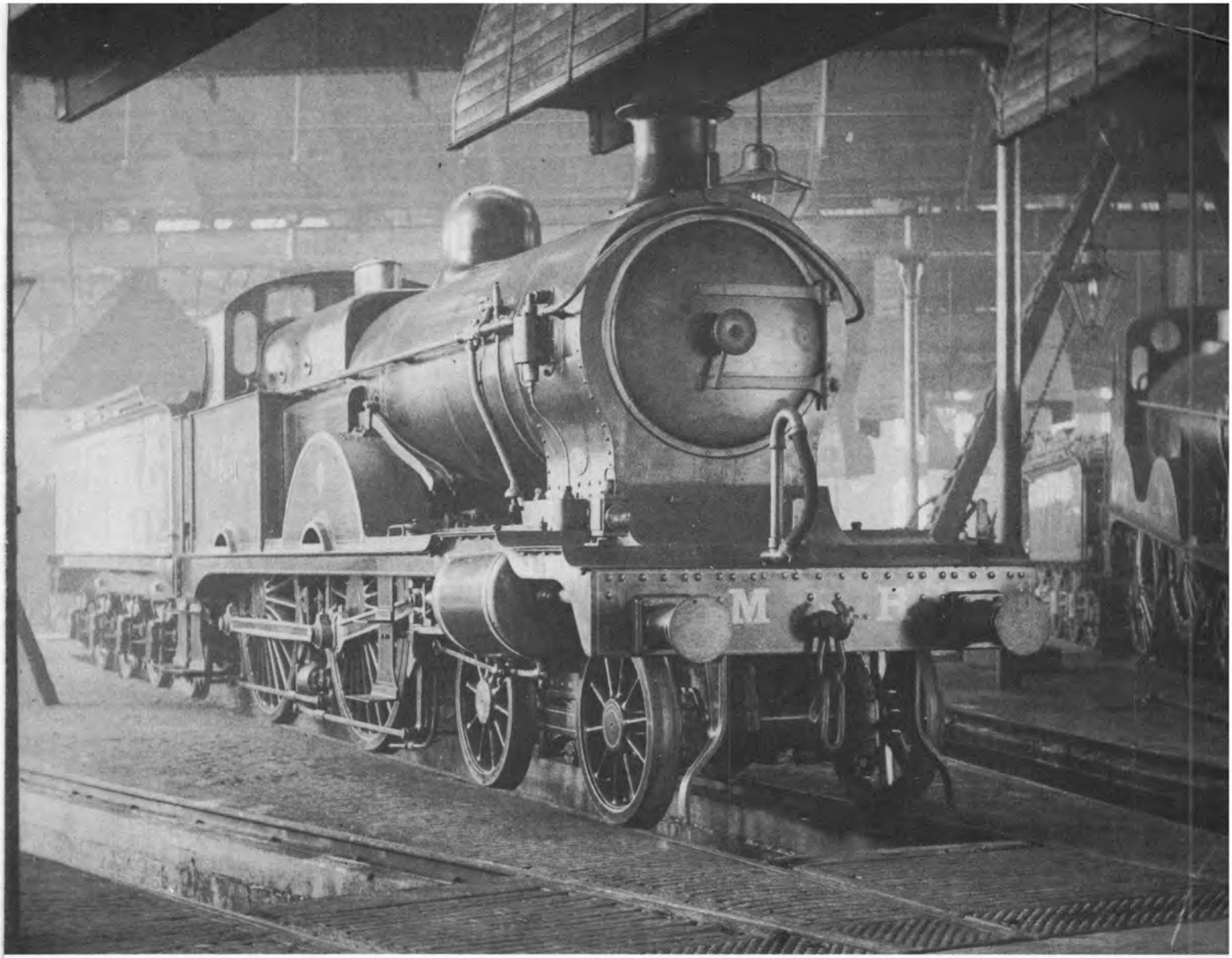
(Brian Morrison]





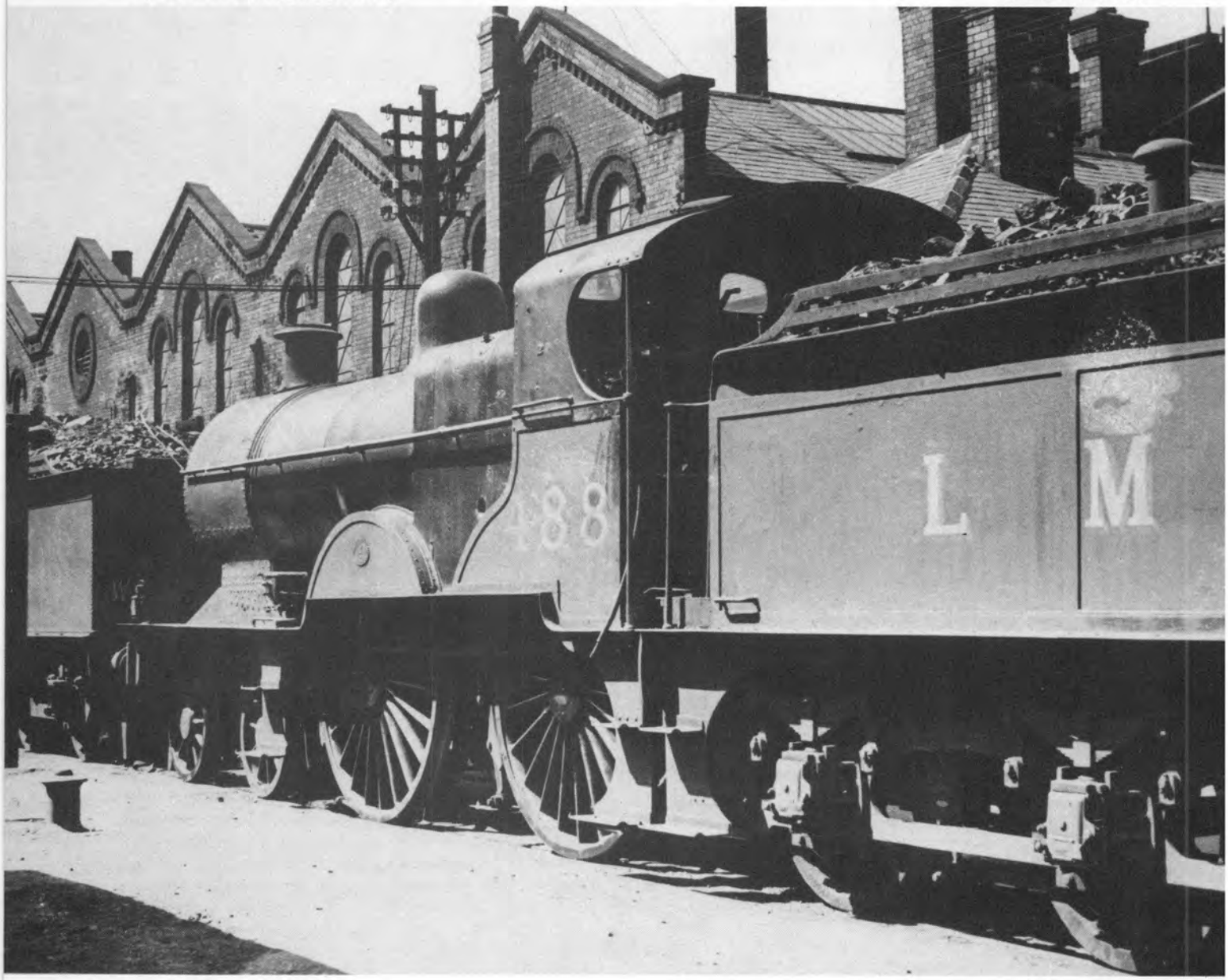
Brightside had a couple of 4-4-0s for passenger work, but No.40521 (27 August 1955) is a visitor from nearby Royston. There were half-a-dozen Class '5s' allocated for mixed traffic work but express duties out of Sheffield were handled by men from the nearby Millhouses shed which possessed ten 'Jubilees' for such tasks. Below: Visiting '4F' 0-6-0 No.43872 from Canklow at Sheffield on 27 August 1955. [Brian Morrison]



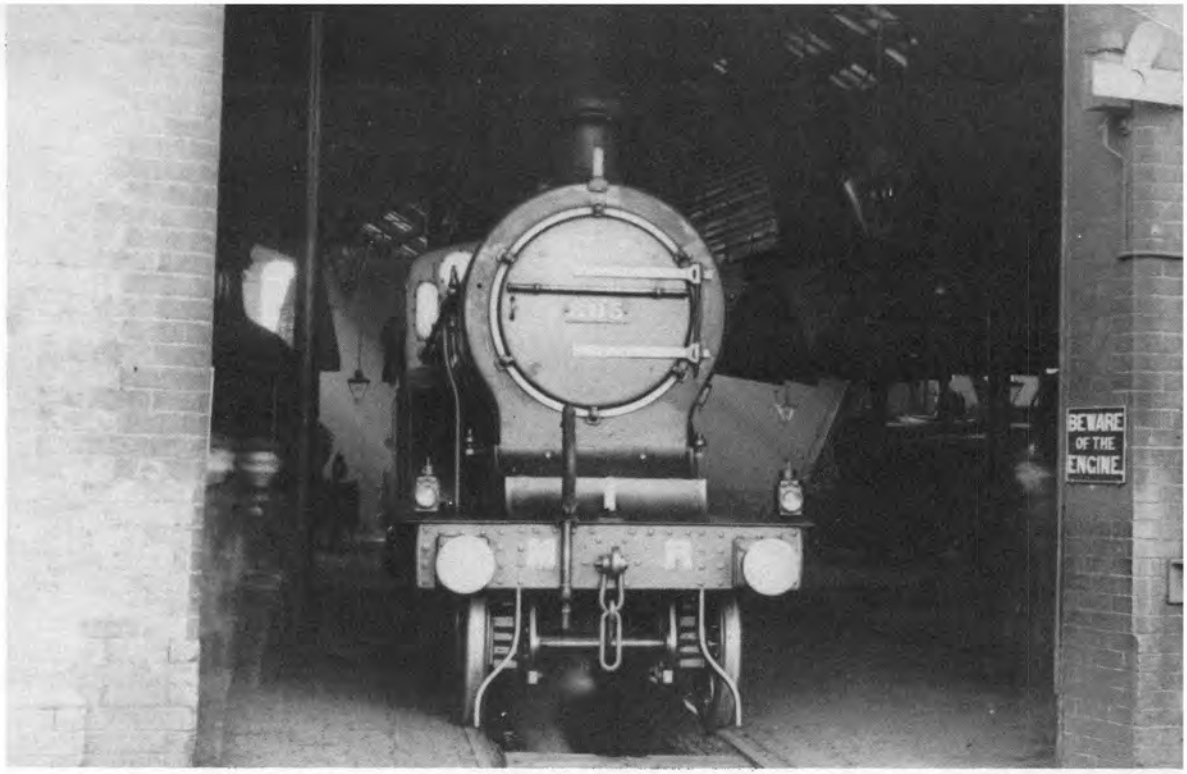


A famous engine inside one of the roundhouses at Leeds Holbeck depot in the early years of the century. 4-4-0 No.2631 was built to the design of S. W. Johnson in 1901 and was significant in being the first of the famous Midland Compounds. Four sister engines were built the following year and the quintet demonstrated the Smith system of compounding most successfully so that Deeley was encouraged to construct 40 more machines to a similar specification while Fowler built a further 195 examples for the LMS. The original five were rebuilt to the Deeley specifications and renumbered 1000-4, and No.1000 has been preserved in this condition. [L. T. George Collection]

Holbeck was one of the major passenger sheds of the LMS. In earlier years the main line work was performed by 4-4-0s such as '2P' No.488, seen out of steam but coaled for her next duty on 27 June 1937. Like many of the Midland 4-4-0s, this example was originally built by Johnson but almost completely rebuilt by Deeley and then superheated by Fowler as the years went by. [H. C. Casserley]



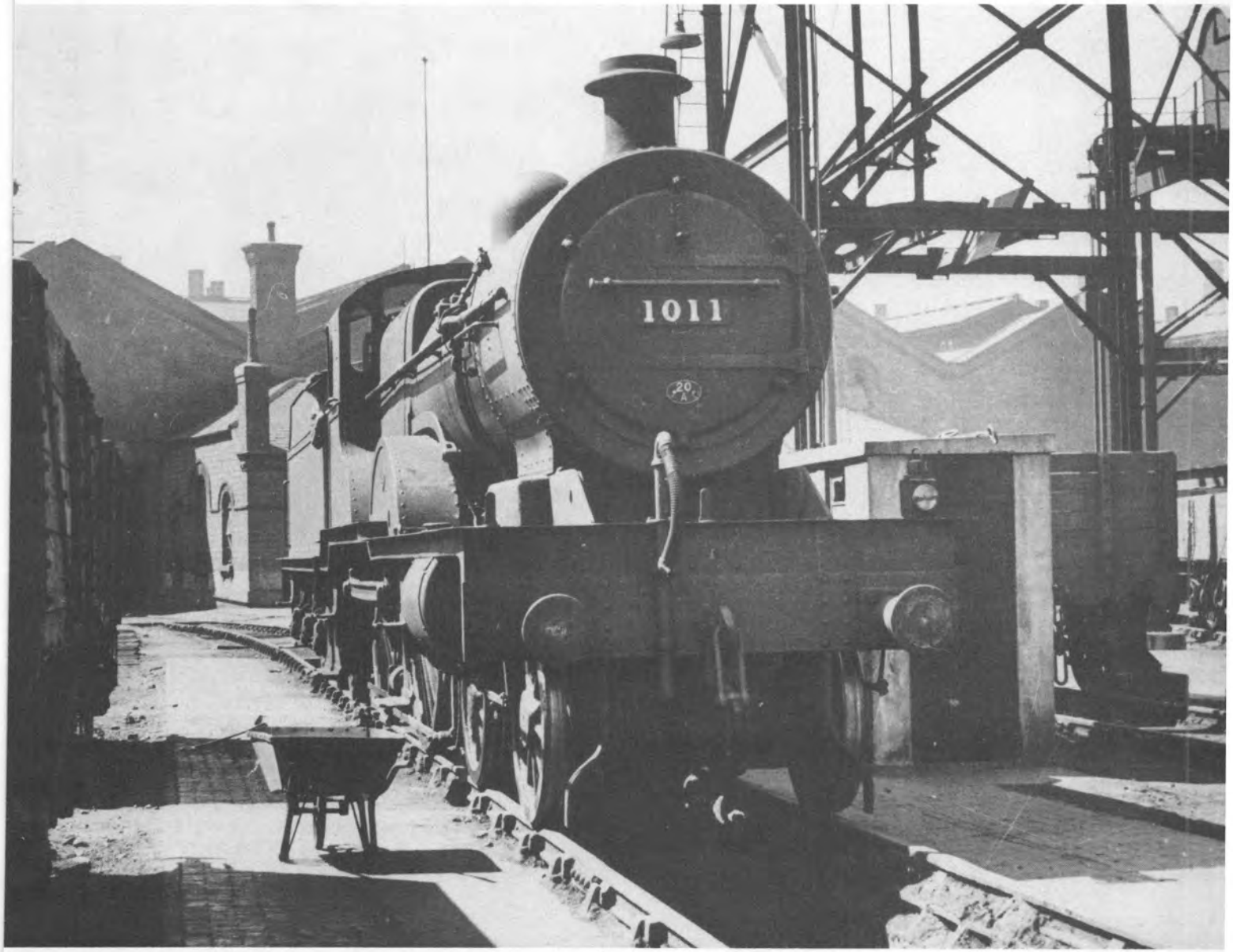
M R 4-4-0 No.805 in the roundhouse entrance.
[L. T. George Collection]



The shed yard at Holbeck, showing the ash loading plant under construction. The 'Jubilee' on the left is No.5638 *Zanzibar,* while the Class '5' on the right is being prepared by the enginemen.
[L. T. George Collection]

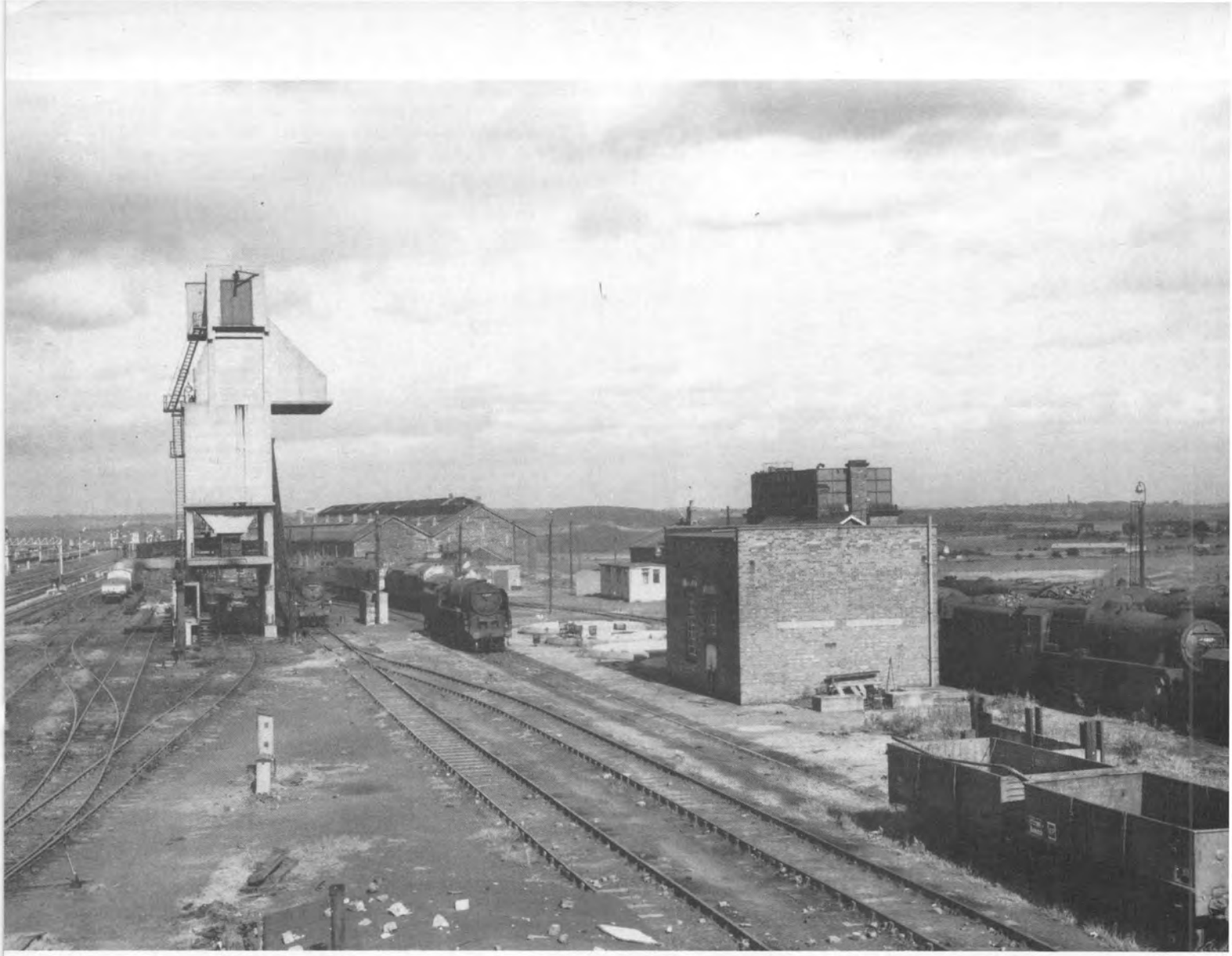
H. A. Ivatt introduced his Moguls in 1947 as replacements for the fleets of elderly 0-6-0s which the LMS operated. Their high running plates seemed most out of place on British metals at that time, but these were forerunners of the Standard range of locomotives and this 'house style' became quite acceptable by the mid 1950s when this view of No.43115 was taken (26 August 1955). Holbeck had a few Class '4s' for mixed traffic duties in the West Riding area. [Brian Morrison]

When Compound No.1011 was photographed at Holbeck on 27 June 1937 she would have been a top link engine, but soon the 'Jubilees' predominated on the shed's prestige duties. Holbeck men took their engines to London and Bristol and also made the long trek north over the Seattle line to Carlisle and on over the GSWR route to Glasgow at the head of the Scottish expresses. Later years brought the rebuilt 'Scots' and 'Britannias' to these turns, and after the depot was transferred to North Eastern Region (20A to 55A coding), eight Gresley 'A3s' arrived at the shed in 1960 for working the heaviest duties to Scotland.
[H. C. Casserley]



As befitted a major passenger and mixed traffic depot, Holbeck had a number of the Class '5s' having 13 in 1955 including five of the Caprotti-valve-gear variants. Also on strength were four Standard '5' 4-6-0s, seventeen 'Jubilees' and eight 'Scots', a fine stud of express motive power for working the many important passenger turns handled by this big depot. [Brian Morrison]

A general view of Royston shed (20C, 55D) in May 1957. The depot was situated on the east side of the line south of Royston and Notton station in South Yorkshire and housed some sixty-odd engines. These were mostly freight types, including 19 Class '8F' 2-8-0s for the heaviest duties. There were a few 2-6-2 tank engines for local passenger turns plus a couple of 4-4-0s and a variety of these classes may be seen outside the ten-road depot. [Peter Winding]



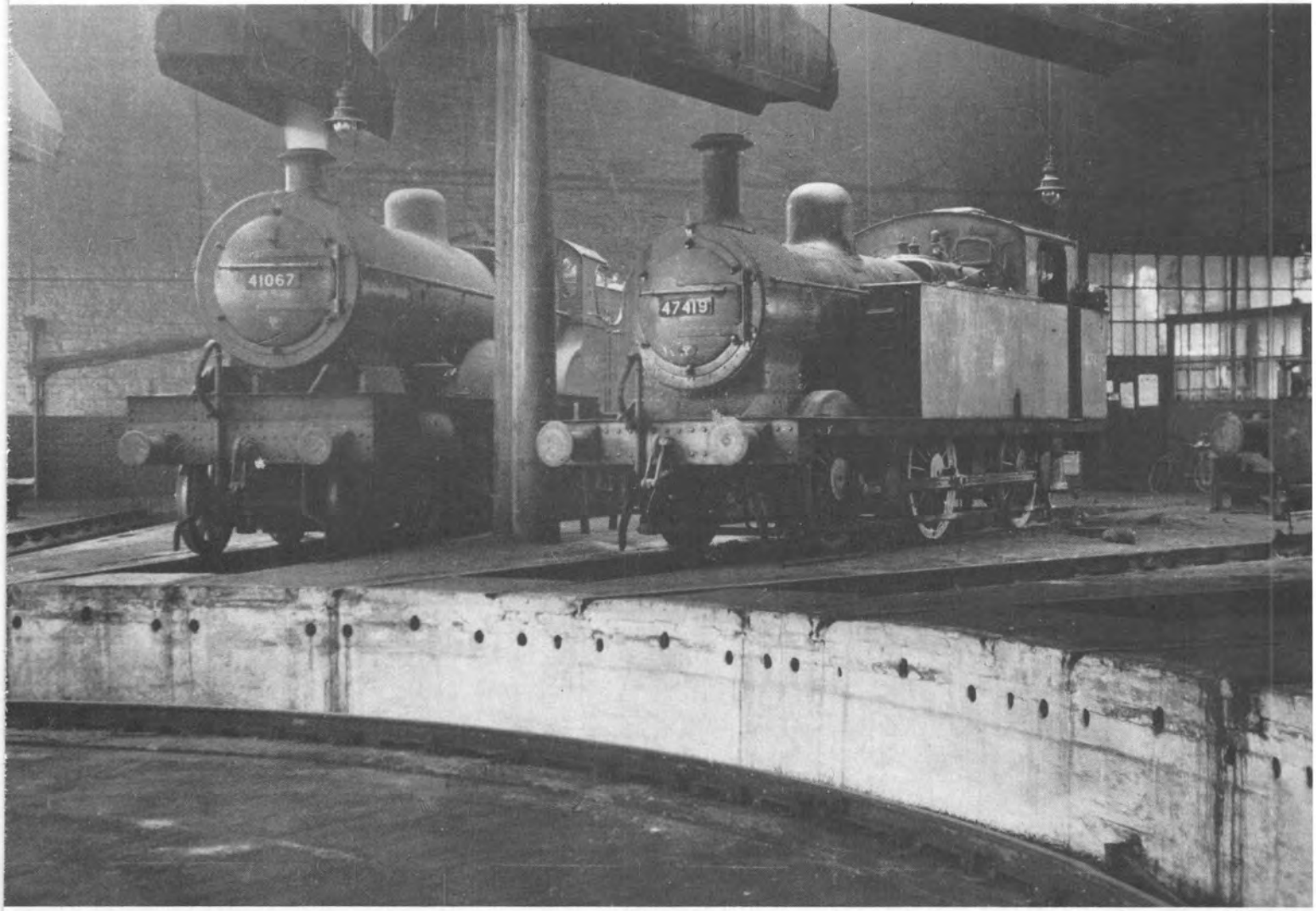
Part of the shed yard at Normanton, 1 October 1967, shortly before the end of steam working in the area. The depot (20D, 55E) was situated to the east of Wakefield in a complex of routes which brought in freight traffic from various parts of South Yorkshire. Like most ex-LMS depots, Normanton possessed a modern coal hopper, soon to be redundant after this photo was taken. [L. Elsey]

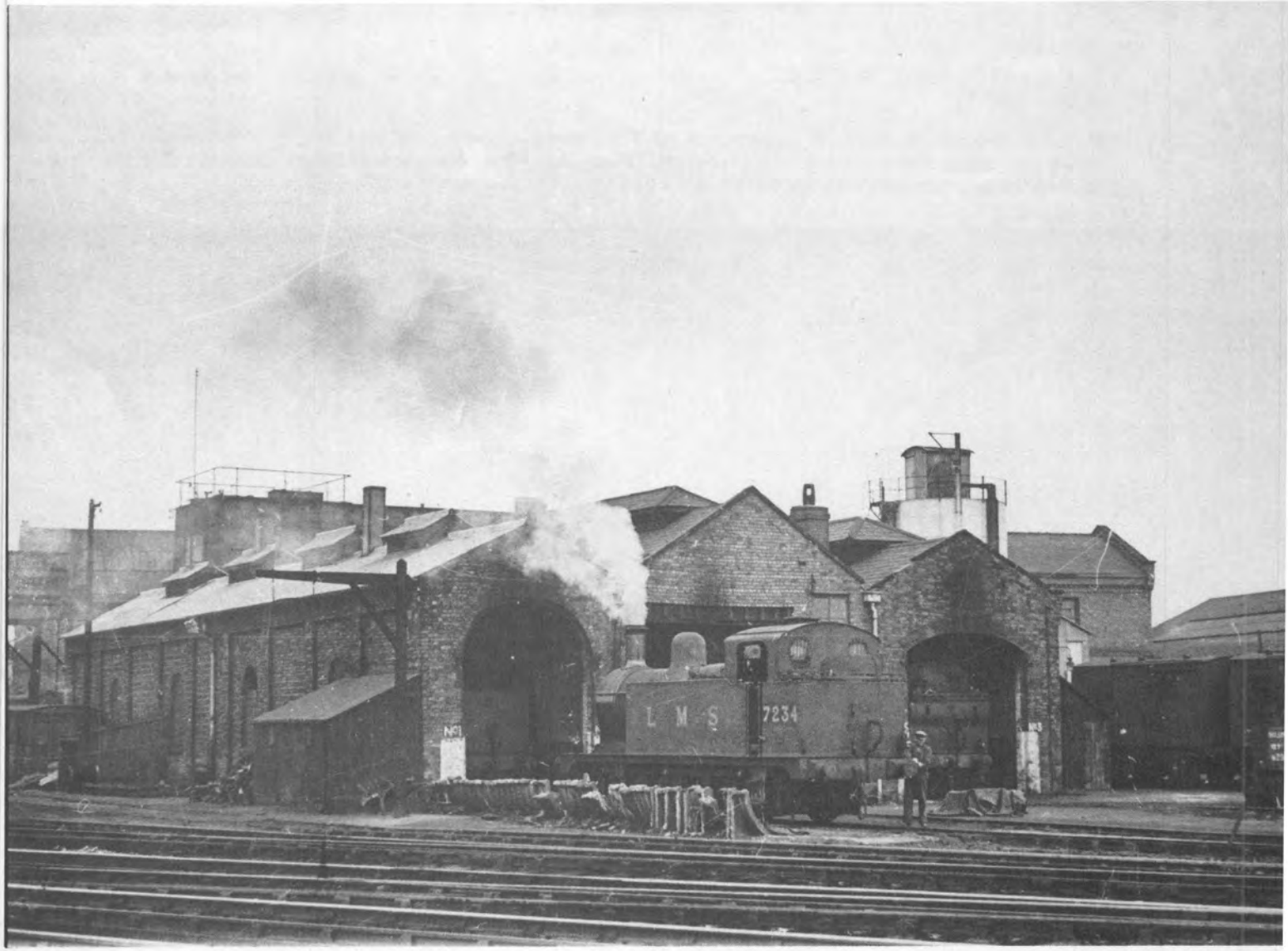
A group of engines stored in the open at Normanton shed on 2 June 1963. By that date the new diesels were coming on to the railway scene in force and steam power was on the way out. Many engines were put into store locally for a while before being hurried off to the breakers' yard. [H. C. Casserley]

Manningham (20E, 55F) was the former Midland depot in Bradford and had an allocation of 44 engines in 1950. There were then ten 4-4-0s available for working the Bradford portions of the London expresses to and from Leeds plus a half dozen passenger tanks of the 2-6-2 and 2-6-4 Classes. No.50636 is somewhat of a stranger, being an Aspinall 2-4-2T from the LYR. Alongside is the thoroughly up-to-date Mogul No.46452 of H. A. Ivatt's design. [H. C. Casserley]

One of Manningham's Class '4P' Compounds, No.41067 stands alongside shunting tank No.47419 on the same day, 5 September 1953. Like most ex-LMS sheds there were a number of 0-6-0s allocated, and again as was common on the LMS there was the odd 'Crab' for heavy mixed traffic work.

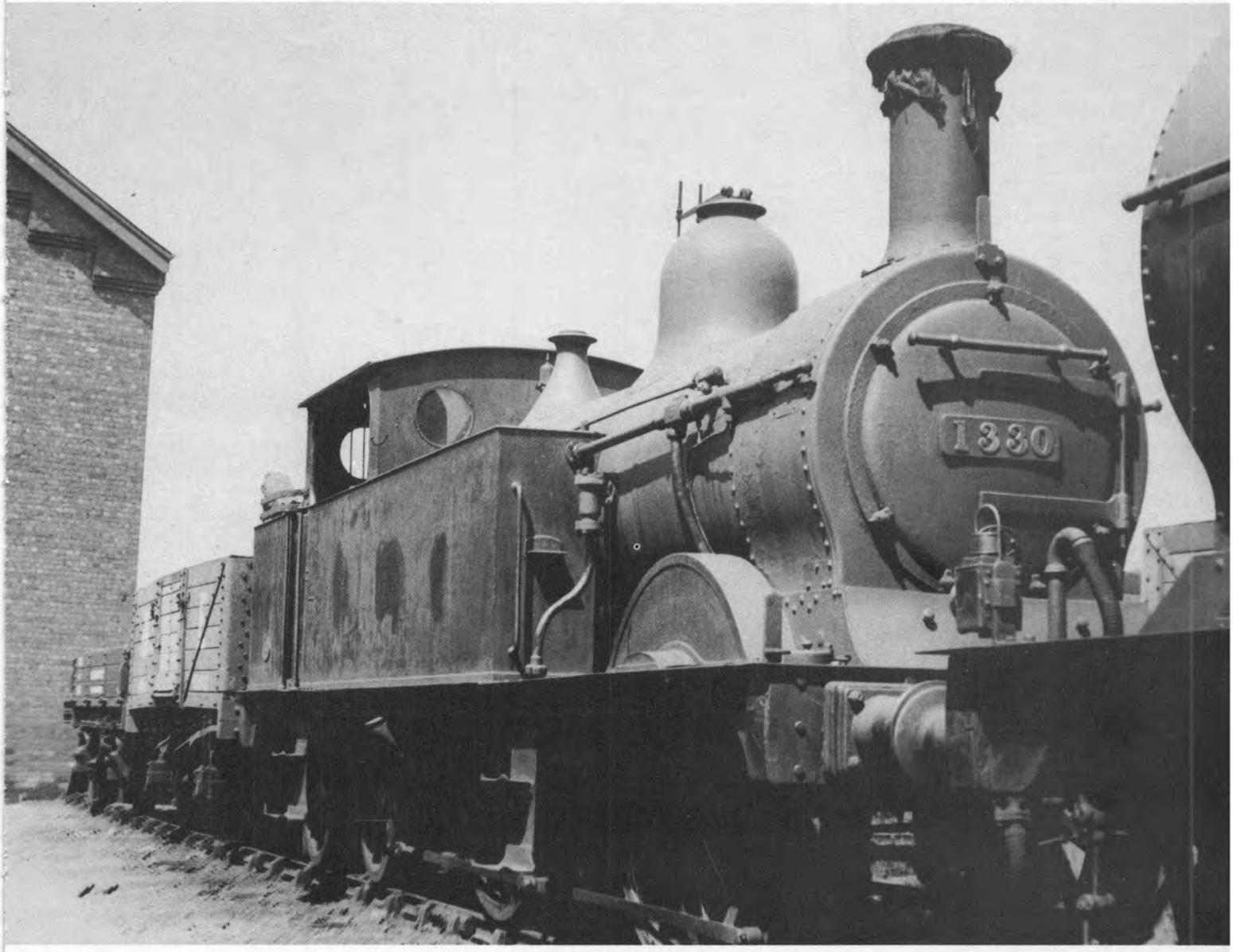
[H. C. Casserley]

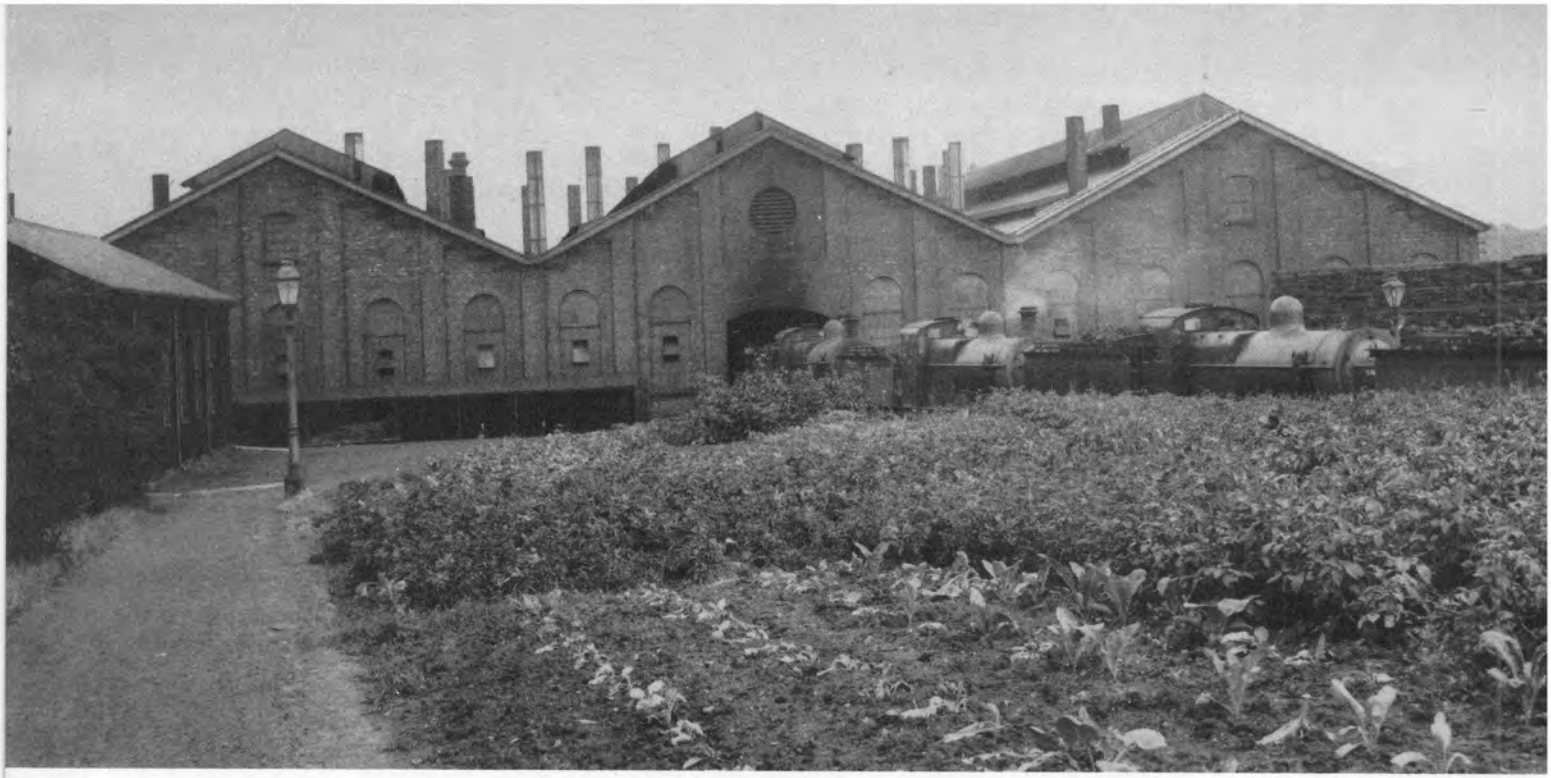


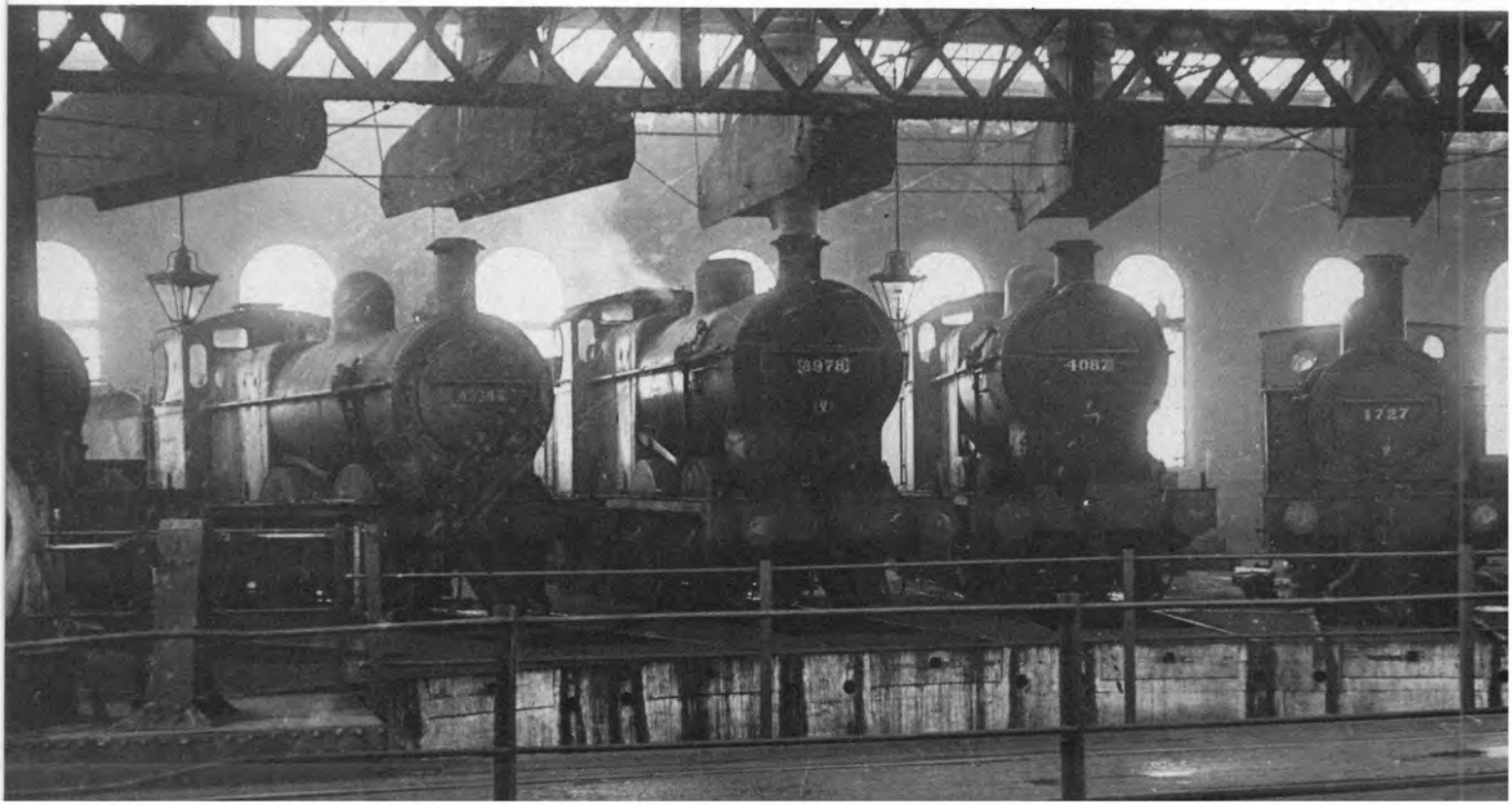


The small depot at Bromsgrove (21C) owed its existence to the formidable presence of the Lickey Incline which required a number of banking engines to be available at all hours of the day and night. The most famous of all its engines was the unique 0-10-0 No.58100, nicknamed 'Big Bertha' by the local crews, but other noted engines which worked from this depot included the LNER Beyer Garrett No.69999 and in later years 2-10-0 No.92079. However, 'Jinties' were often rostered to work in pairs on the Incline, No.7234 being one of the half dozen available for this work at the time (4 May 1949). [H. C. Casserley]

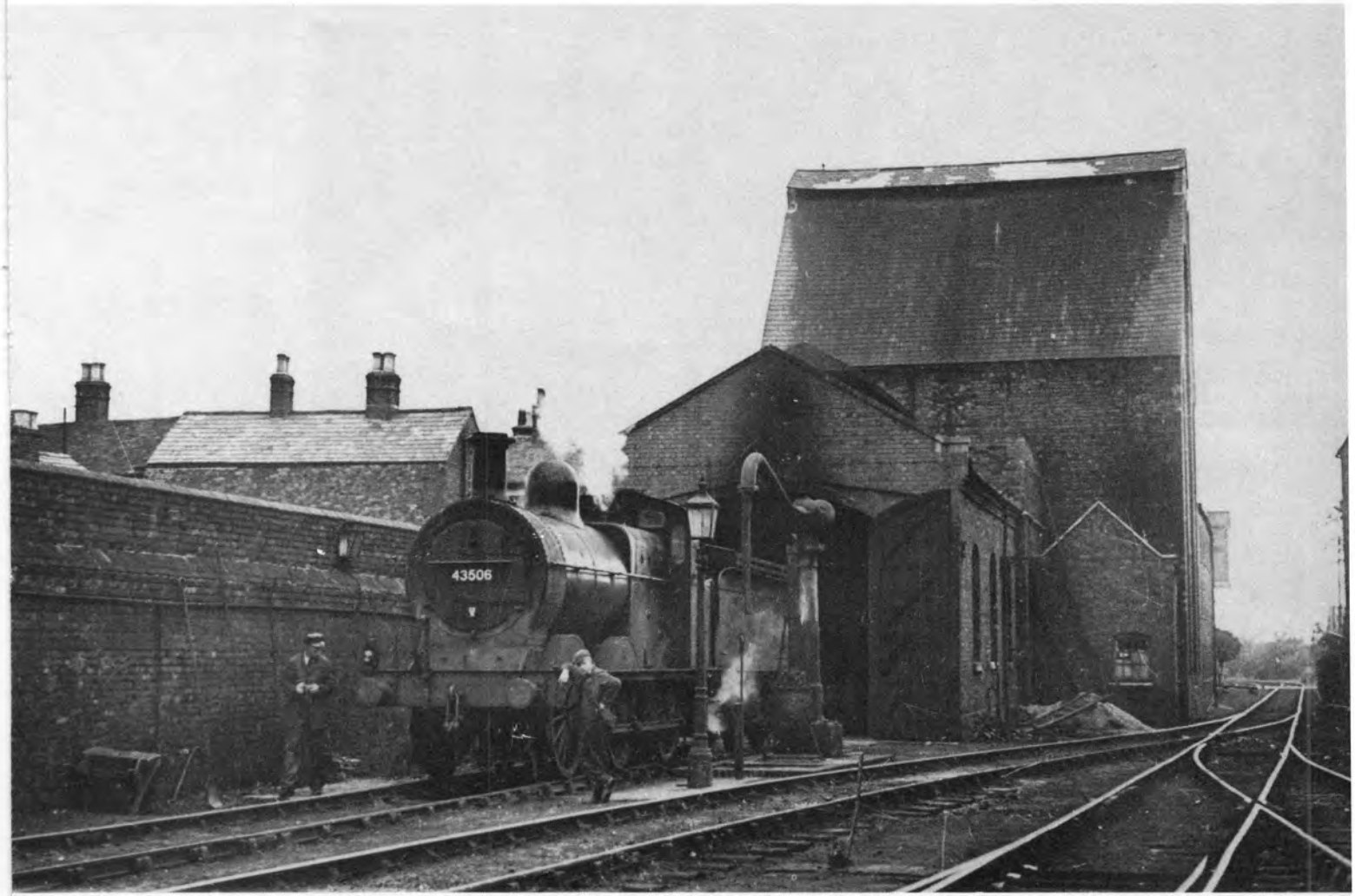
The graceful lines of the Johnson '1P' 0-4-4 tank may be somewhat marred by a coating of grime, but it is impossible to hide them completely. The little engine has been sheeted down at the back of the shed at Gloucester, 24 May 1939, but with the start of the Second World War shortly after the photo was taken, no doubt she will be pressed into service as anything that could turn a wheel would have been required in those dark days. [L. T. George Collection]






3978
4082
1727

A selection of former Midland classes inside Gloucester roundhouse, 8 September 1949. At the time the depot possessed 45 engines including seven Compounds and twenty two 0-6-0s of varied vintages. Gloucester men often remanned trains coming off the Western Region from South Wales which were heading northwards through the Midlands. [H. C. Casserley]

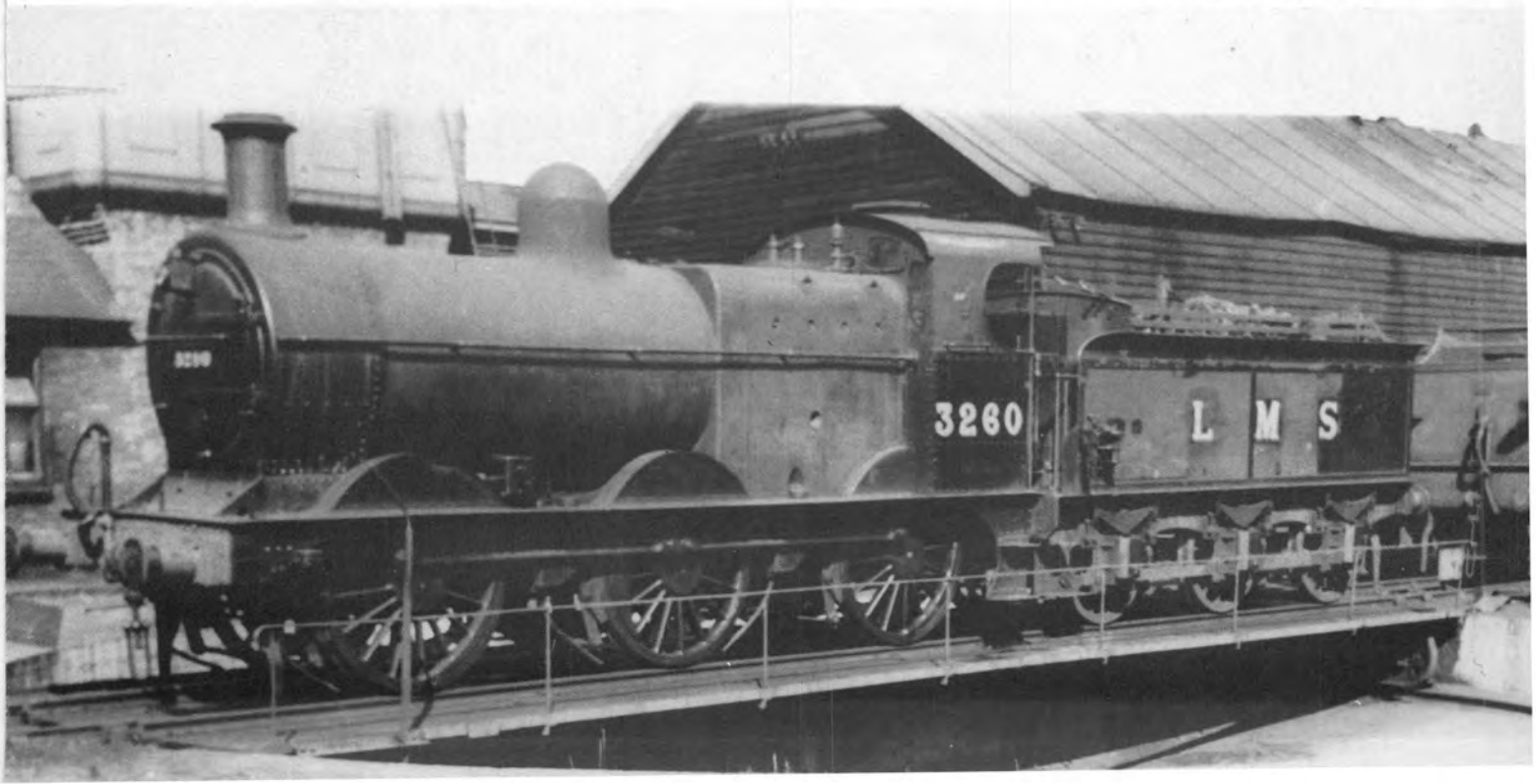


Johnson '3F' 0-6-0 No.43506 stands outside the small sub-shed at Tewkesbury, 9 September 1949. The local cleaners have given the engine a wipe over with cleaning oil, this being quite a treat for such a humble engine in those difficult post-War years. A small depot like this would have two or three sets of enginemen, one of these acting as 'senior driver' who would be responsible for forwarding the returns and clerical work to the main depot at Gloucester. [H. C. Casserley]

Another small sub-shed was situated at Dursley, south of Gloucester. The half-cab tank is No.1720, one of the 280 designed by S. W. Johnson and built between 1874-1900.
[H. C. Casserley Collection

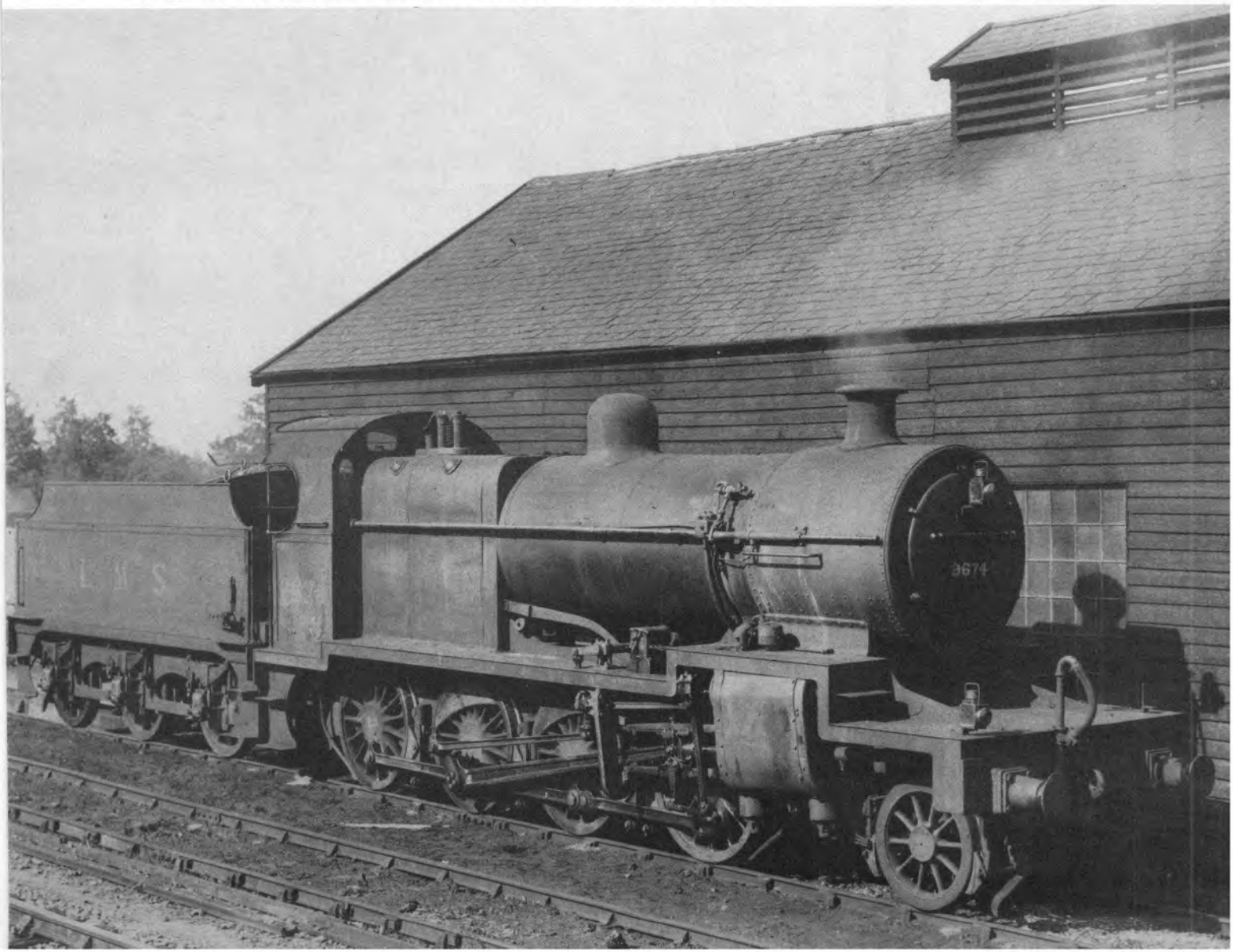
The Somerset and Dorset Joint Railway was, for its size, one of the most interesting sections of our railway system. The LMS became responsible for the motive power requirements after Grouping, hence the preponderance of LMS engines on the route. Templecombe was one of the smaller sheds on the system but was busy because of the interchange traffic with the Southern system.
[L. T. George Collection

The turntable and wooden engine shed at Templecombe, 28 August 1950. [Peter Winding]. Below: Class '3F' 0-6-0 No.3260 on the turntable, August 1947. This engine was one of the many which ran regularly on the Somerset and Dorset line that were fitted with tablet exchangers. The device may be seen on the tender side just behind the footplate. [L. T. George Collection]

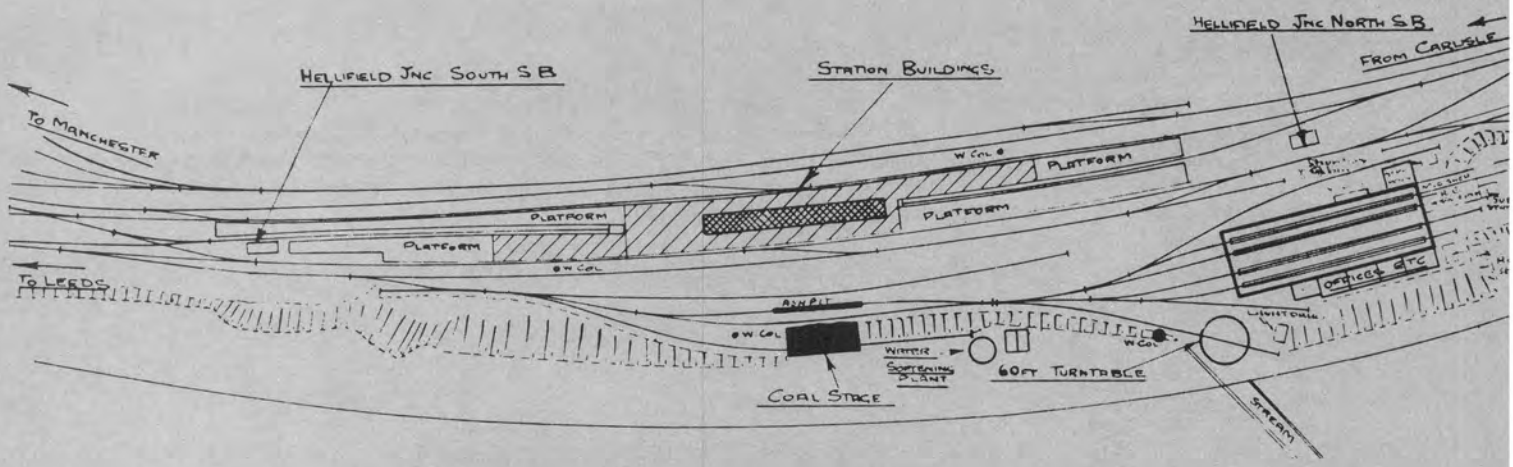


No Somerset and Dorset scene would be complete without a reference to the famous 2-8-0s which were built specially for the line in 1914/25. Fowler was responsible for the design of these fine engines which were constructed at Derby. Primarily intended for freight traffic, these eight-coupled machines also operated over the Mendips to Bath, with the heavy mineral traffic which originated in the Somerset coalfield. No.13802 at Templecombe *c.*1938.
[L. T. George Collection]

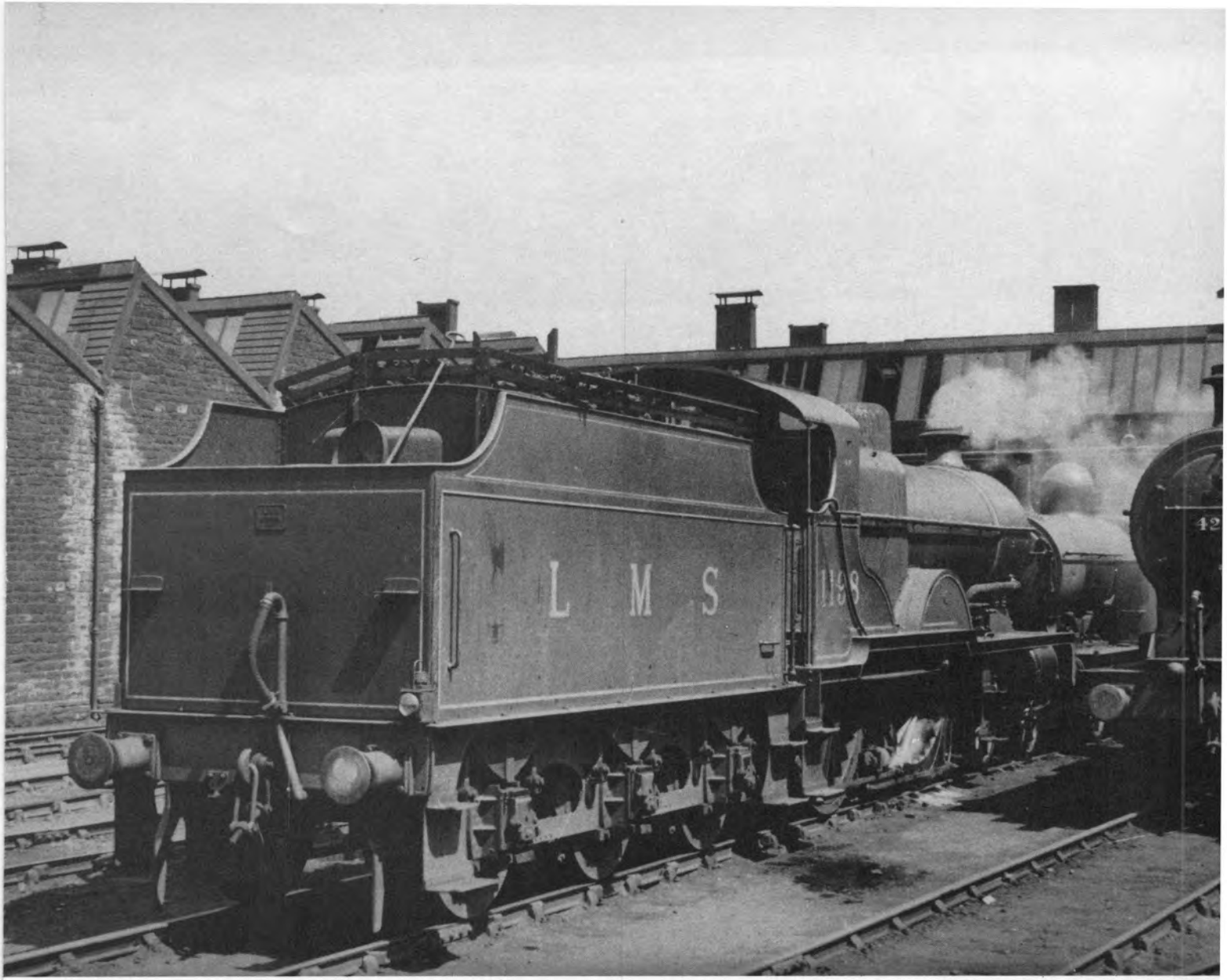
Originally numbered 80-85 in the SDJR lists, the first six 2-8-0s were built at Derby in 1914 and the basically similar Nos.86-90 were supplied by Robert Stephenson in 1925. Their use on passenger trains on busy summer Saturdays required highly skilled work by the firemen as loads of 10 coaches (310 tons) were taken over the Mendips without assistance, while drivers had to consider carefully the cylinder lubrication when running down the steep grades at 50 m.p.h. No.9674 (ex No.84) is seen at Templecombe on 5 July 1930. [H. C. Casserley]



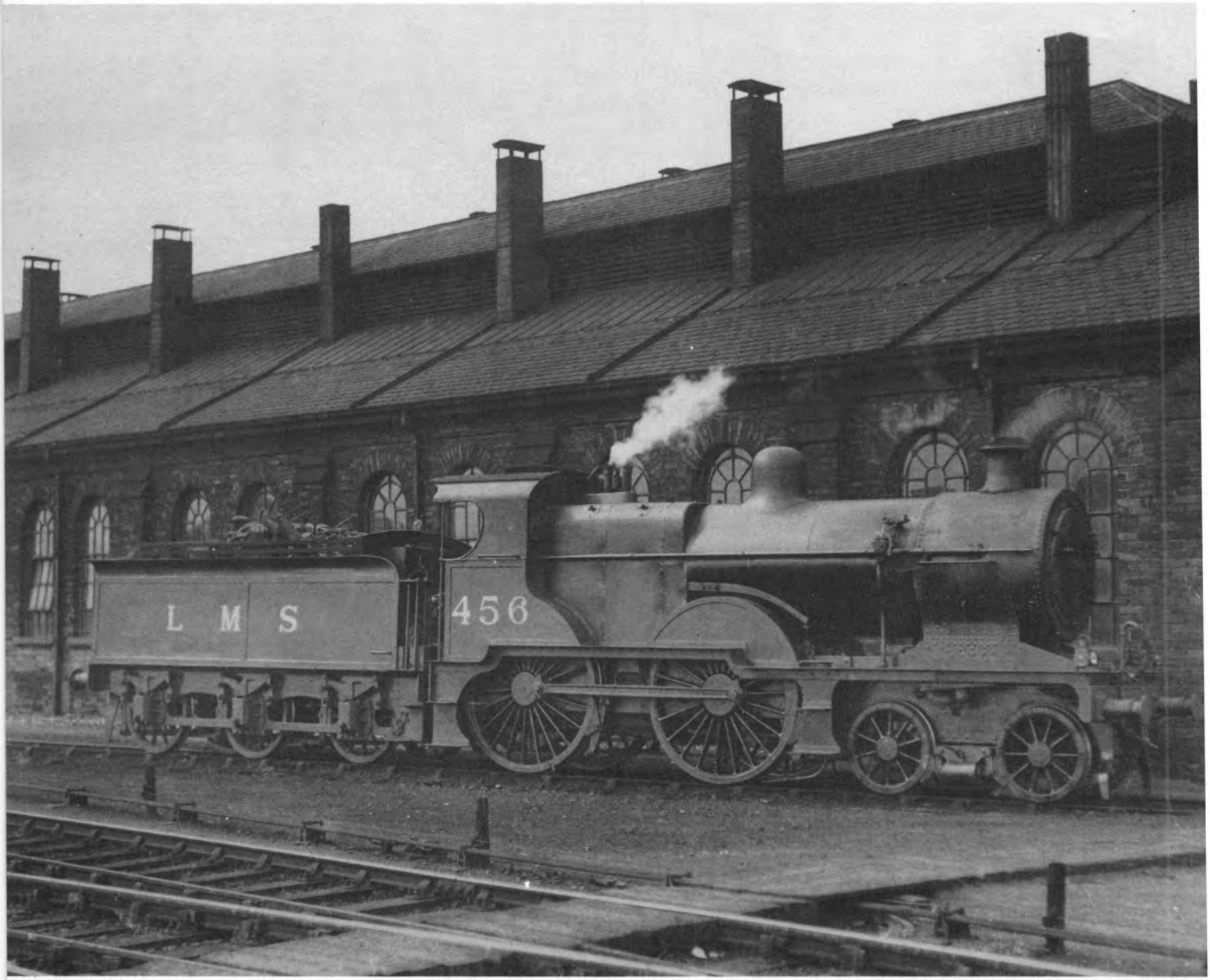
Plan of Hellifield shed (20G, 23B, 24H)



Midland '3F' 0-6-0 No.3137 outside the shed at Hellifield, 12 June 1947.
[H. C. Casserley]

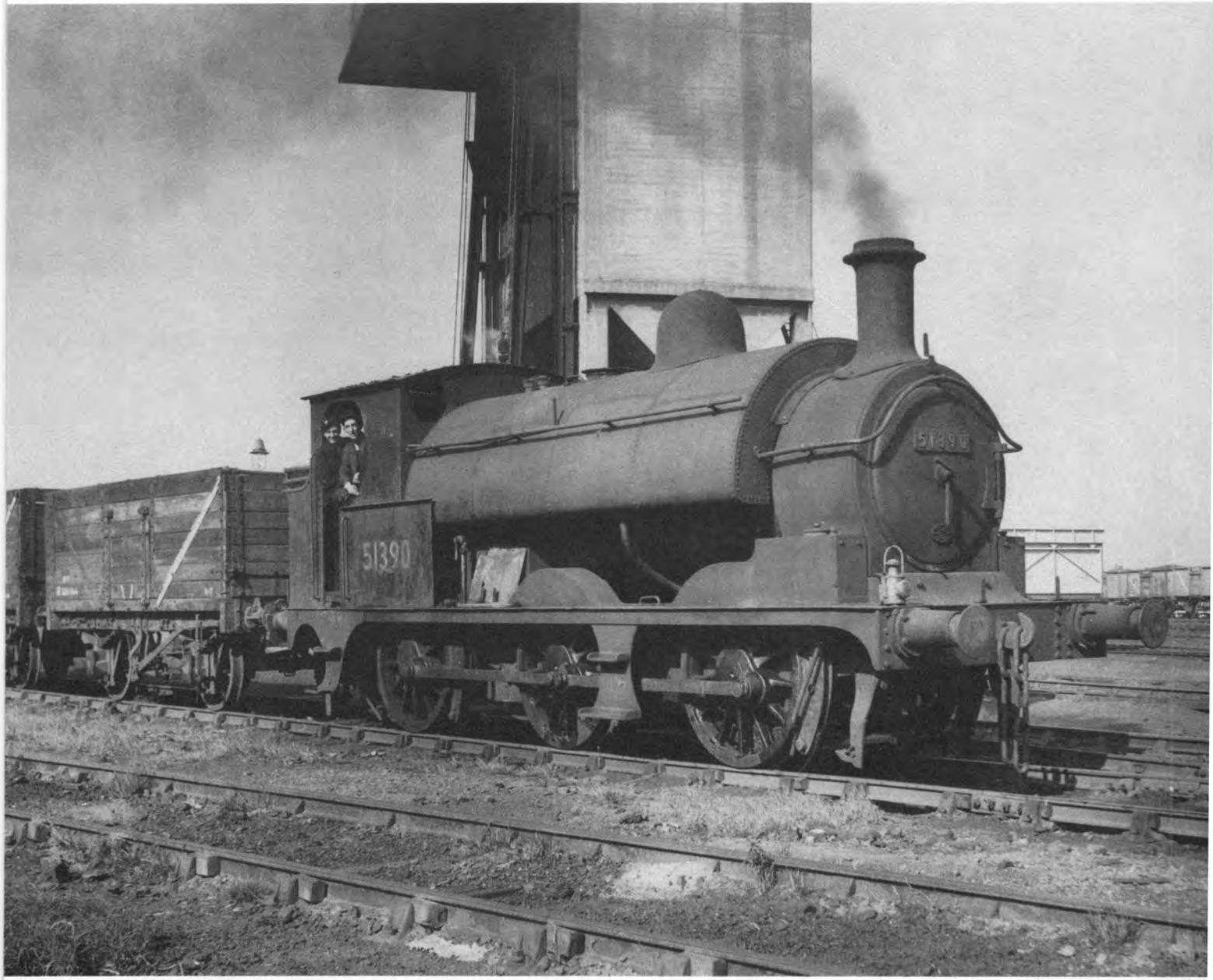


Red-liveried Compound No.1198 has been lit up and the fire is beginning to draw, hence the dark smoke drifting from her chimney as she awaits her next turn outside Hellifield shed, 27 June 1937. This depot had a modest number of engines (21 in 1950), of which three were '8Fs' and two 'Crabs' for long distance freight duties over the 'Long Drag' to Carlisle, but a couple of 4-4-0s were available for passenger turns over the same route. [H. C. Casserley]

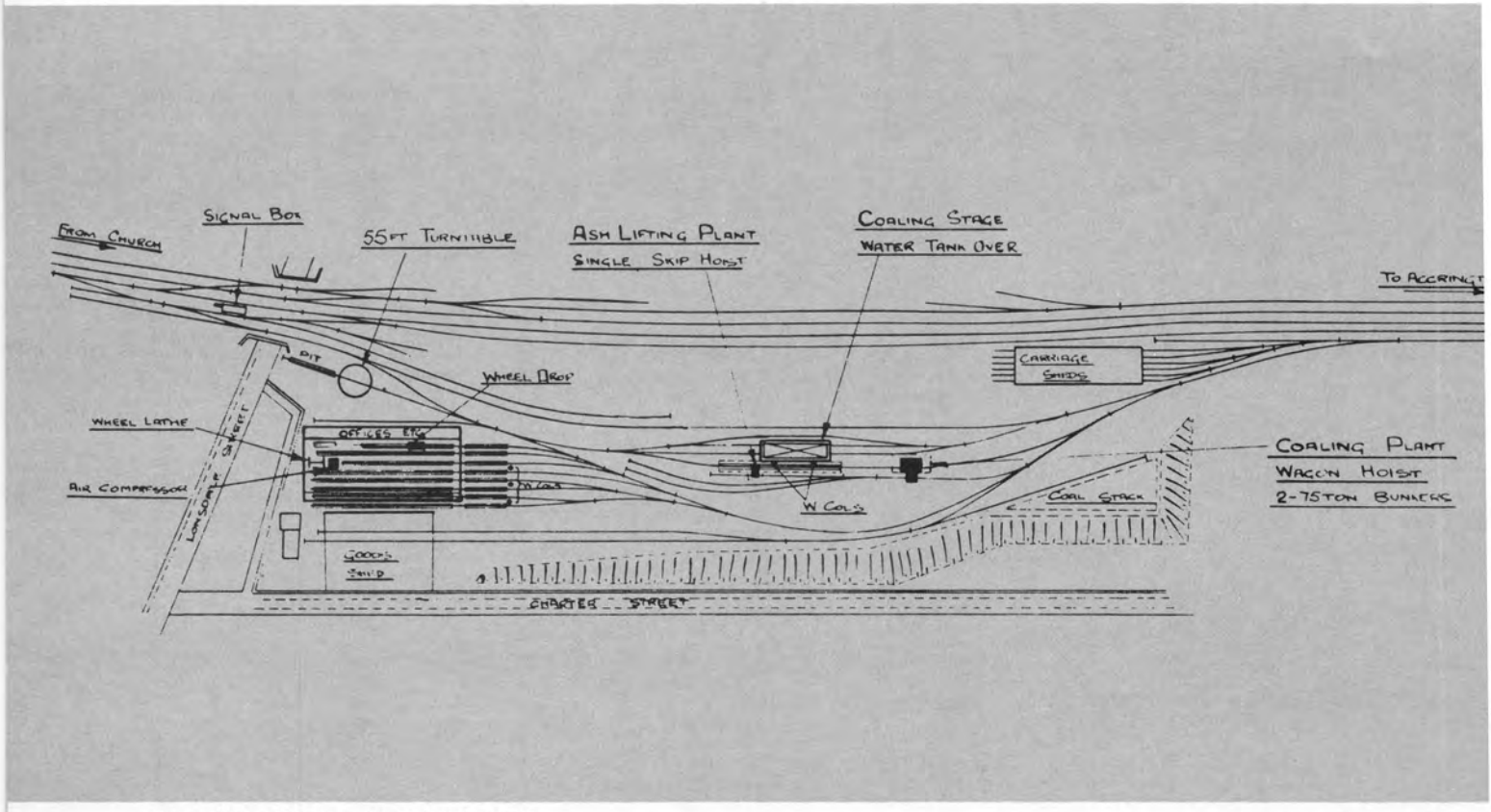


Coaled up and simmering at 160 lb/sq in with express headlamps already in position, '2P' 4-4-0 No. 456 is ready for duty outside Hellifield shed on 30 June 1933. Built by Johnson in the late nineteenth century, the engine was rebuilt extensively during the Deeley and Fowler regimes and continued in service well into the BR era. The 7ft 0½in coupled wheels were hardly suitable for slogging over the Seattle route to Carlisle but made for a good pilot engine which could keep up the pace with a Compound hard on her heels as the train engine, which was probably to be her lot that day.

[H. C. Casserley]



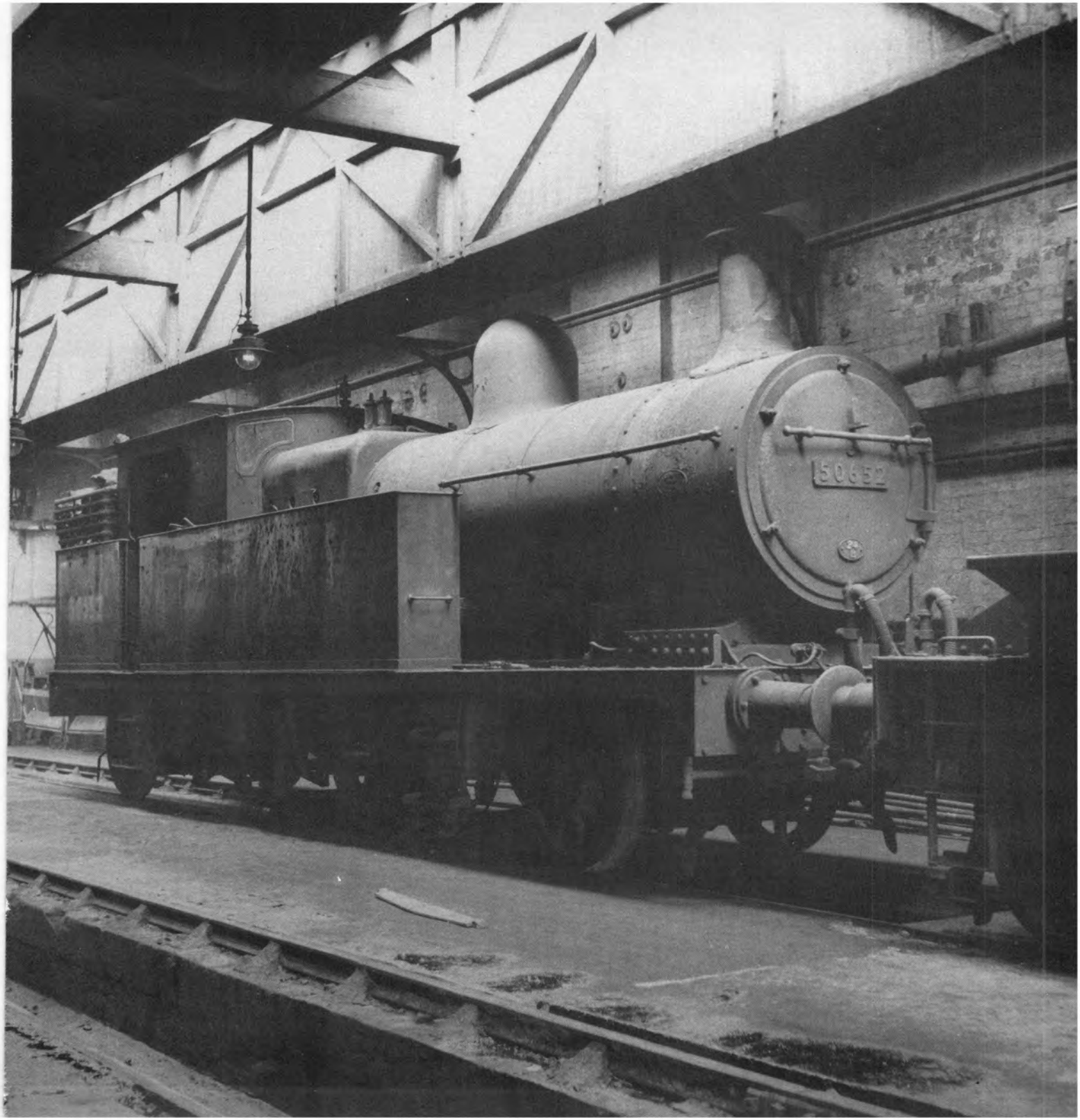
Barton Wright 0-6-0 saddle tank No.51390 of Accrington acts as shed pilot at her home depot on 25 August 1955. Such duties involved shunting wagons of coal and ash, moving dead engines around the yards and generally being available for light work. This engine is one of 230 rebuilt into saddle tanks from the 1876 design of 0-6-0 constructed for the Lancashire and Yorkshire Railway. [Brian Morrison]

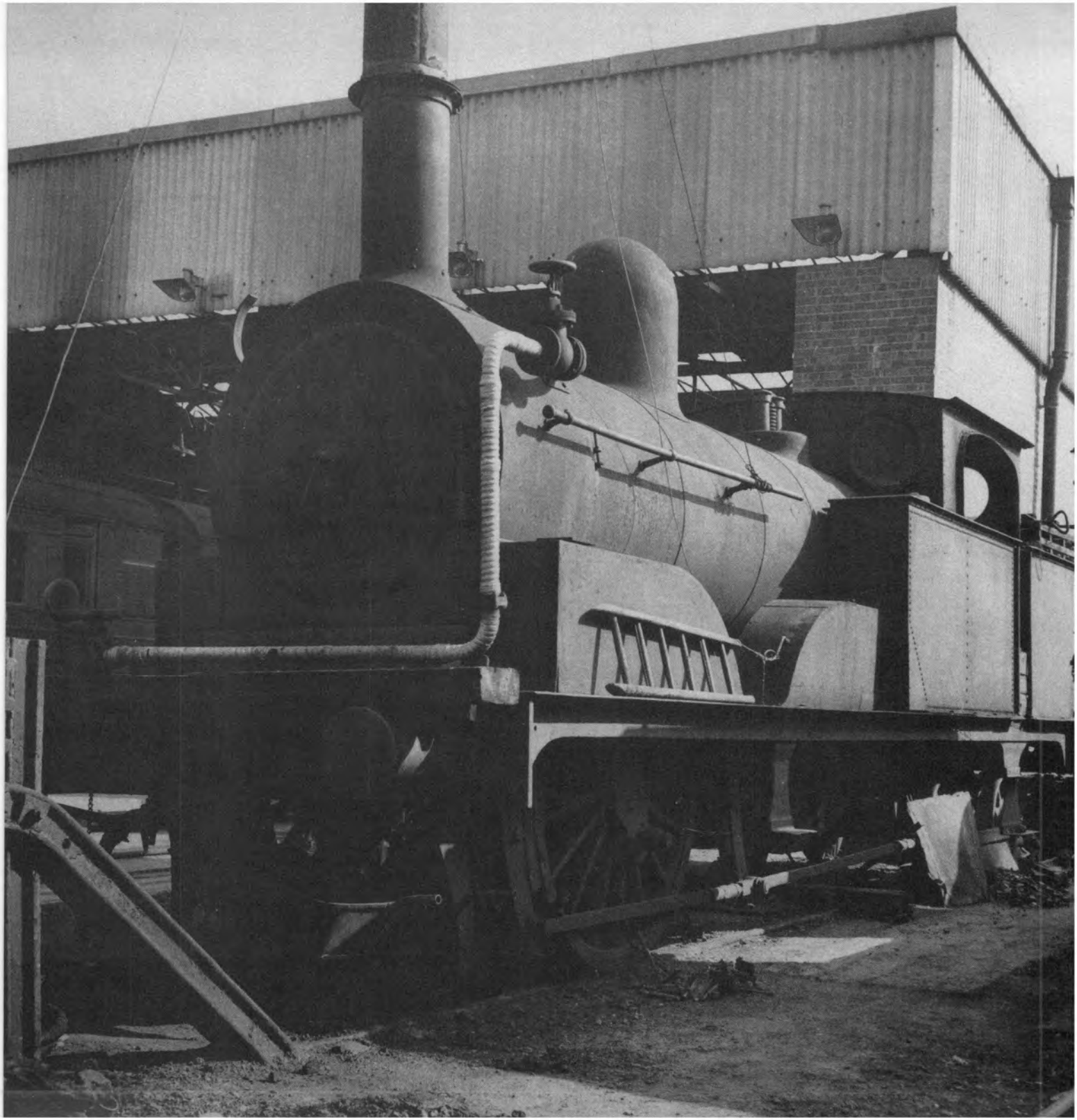


Plan of Accrington shed (24A, 10E)

Aspinall '2P' 2-4-2 passenger tank No.50652 from nearby Rose Grove under repair in Accrington shed o 25 August 1955. This latter shed, being the divisional main depot, had enhanced repair facilitie including a wheel drop, which has been used to remove a pair of coupled wheels from the tank.

[Brian Morrisor


50652

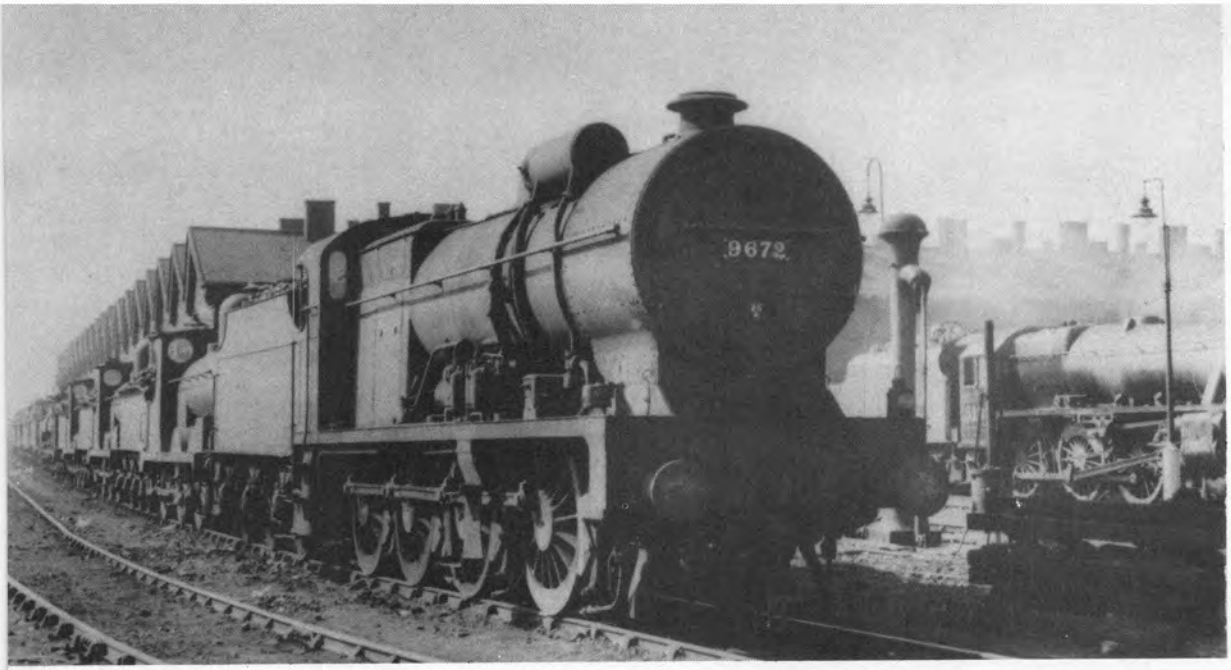


A general view of the ex-LMS shed at Goole (25C, 53E) which had 30-odd engines in the early fifties. These included three 4-4-0s which worked the passenger turns to Lincoln. There were also several 'Austerity' 2-8-0s, two of which may be seen through the murk as engines raise steam in June 1960. The coal hopper is typically LMS.

[Peter Winding]

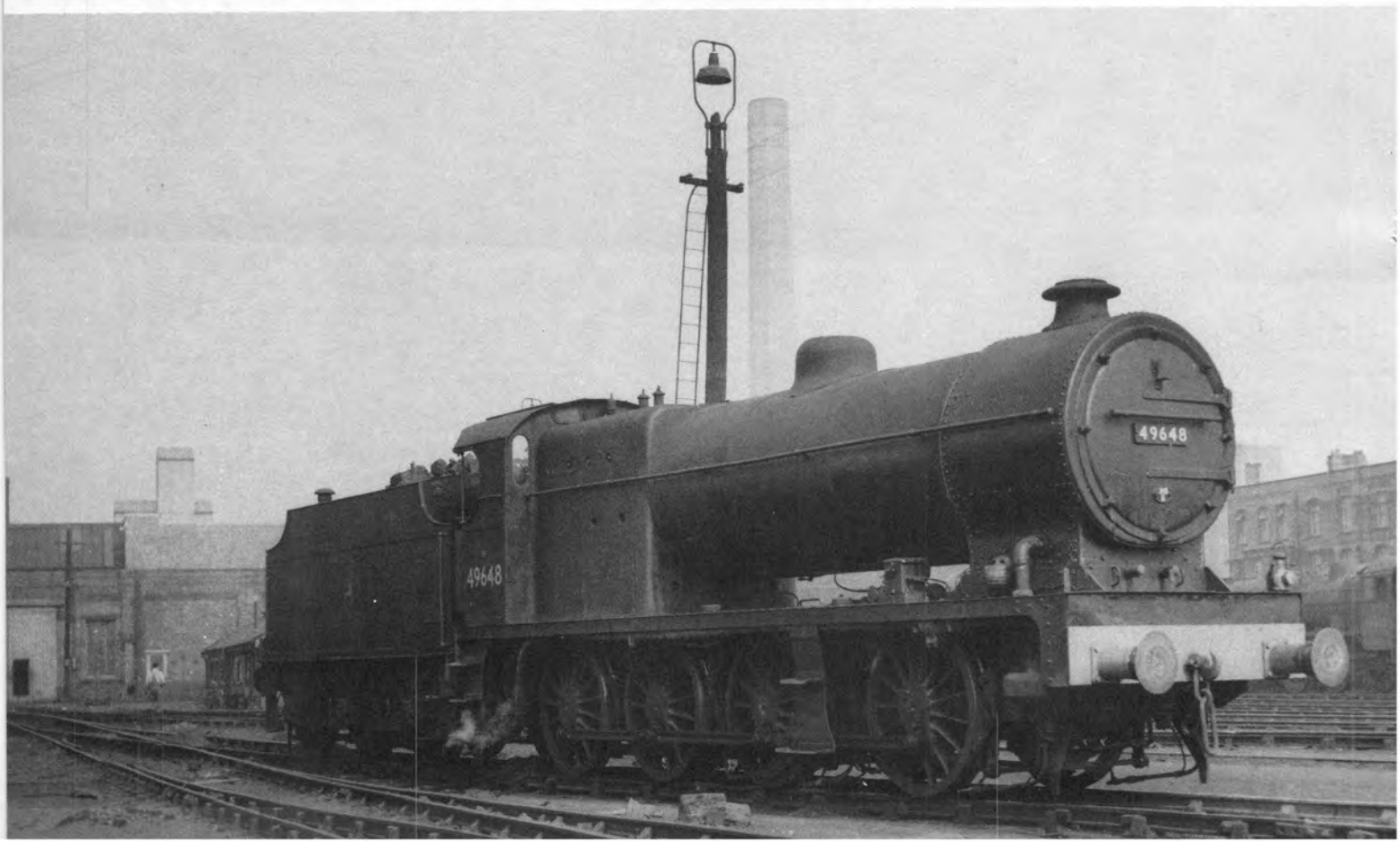
A former L&Y 0-4-4 tank in use as a stationary boiler at Accrington, 25 August 1955. This depot usually had 30 plus engines, including some nine 2-6-4Ts and ten mixed traffic 4-6-0s and 2-6-0s.

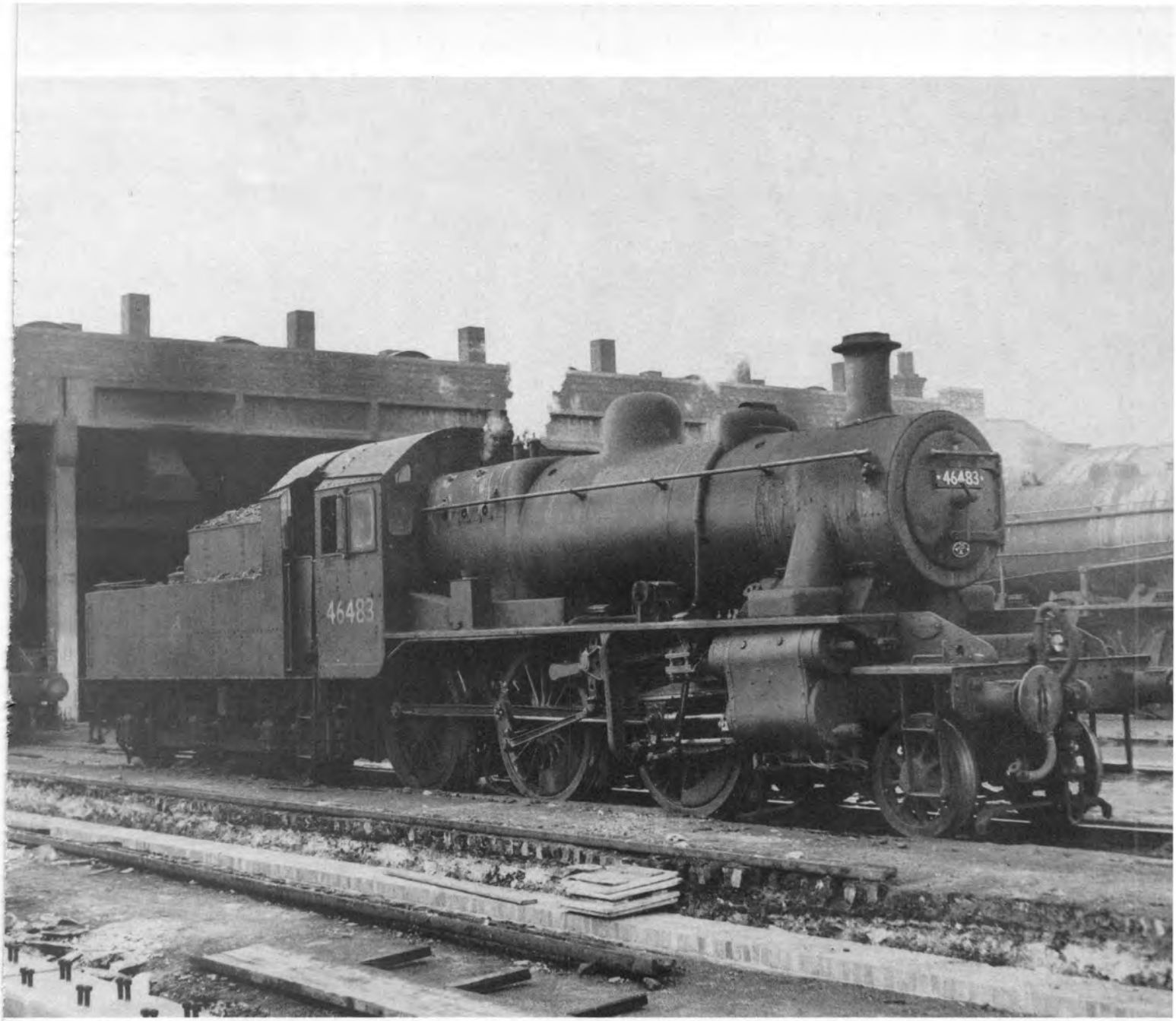
[Brian Morrison]



A large depot was established alongside the former L&Y line just south of Wakefield. In pre-War days there were a number of Fowler '7F' 0-8-0s allocated, including No.9672 (27 June 1937).

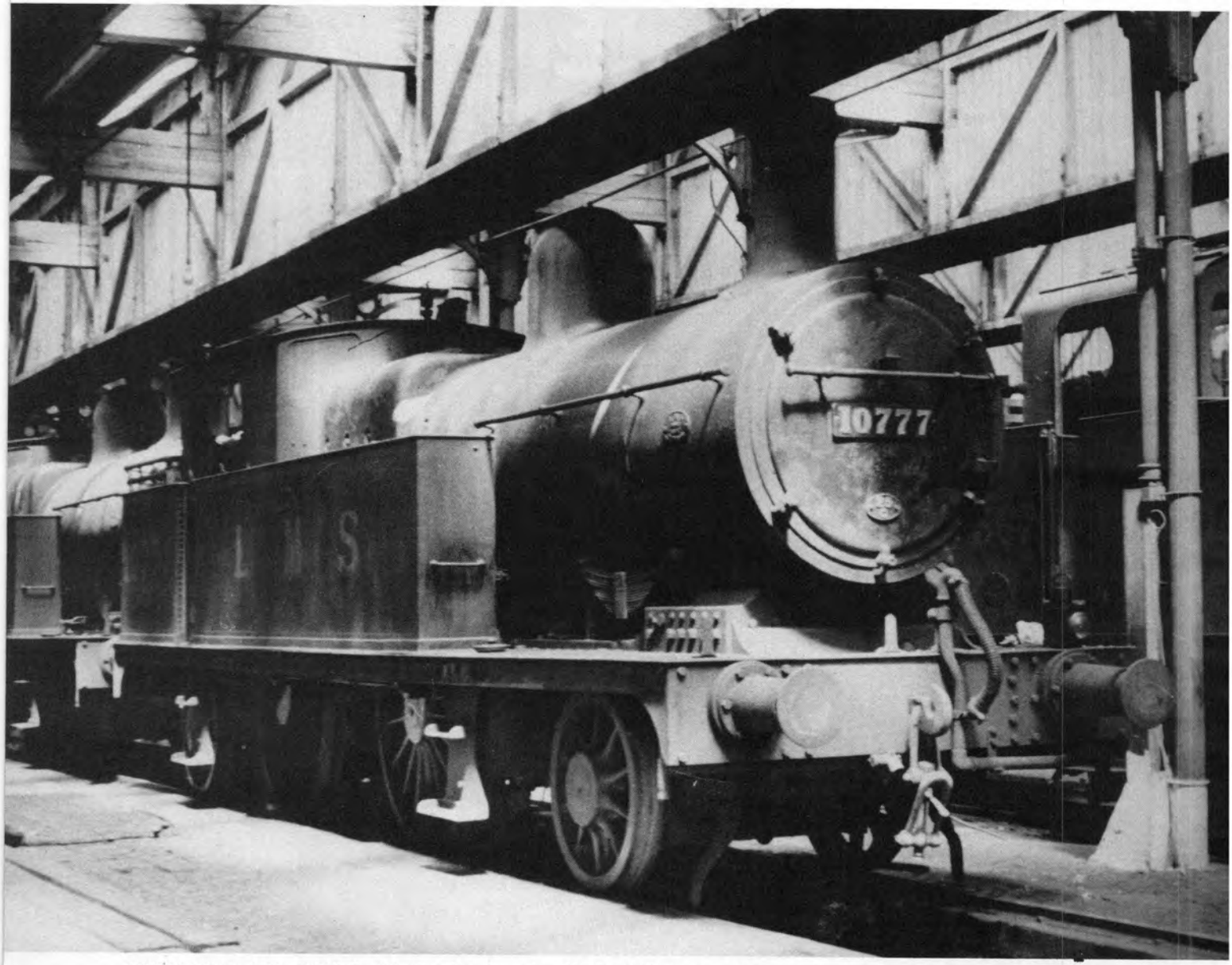
[H. C. Casserley





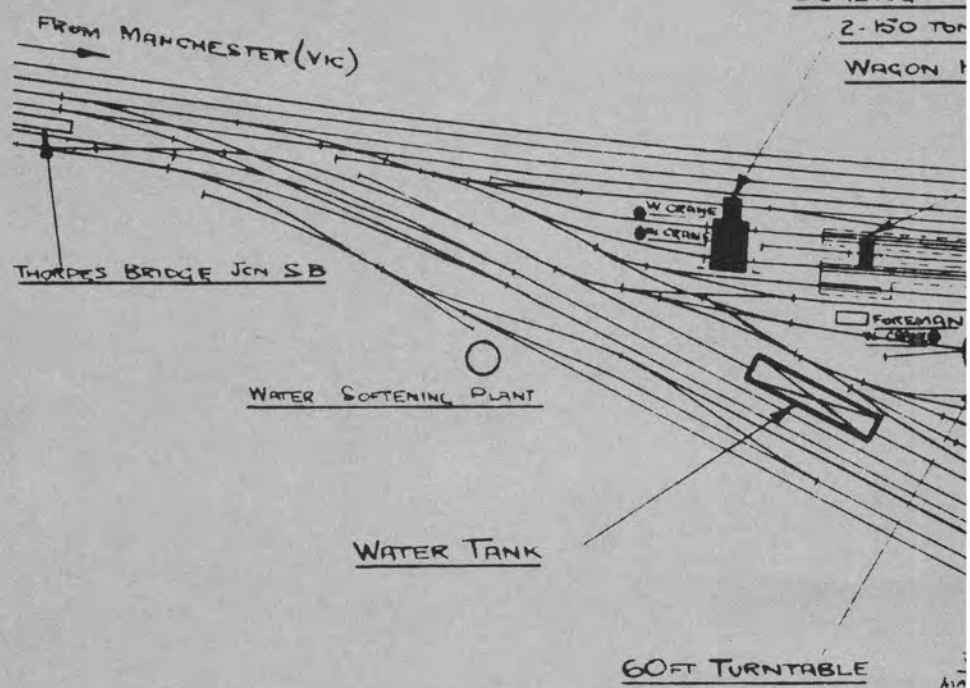
Wakefield depot (25A, 56A) had over 100 engines on its books, with a few passenger and mixed traffic machines, including several small Ivatt Moguls and 2-6-2 tanks and nine Class '5s' available. This depot, like the majority of ex-LMS establishments in Yorkshire, was transferred to North Eastern Region in the mid-1950s, but these sheds usually retained the majority of their LMS engines. No.46483 is on shed, 27 August 1955. [Brian Morrison]

No.49648 of Sowerby Bridge on shed at Wakefield on 27 August 1955. These Fowlers put in a great deal of hard work in the North of England but they were never very popular and crews much preferred the far superior Stanier '8Fs'. Wakefield had none of these latter fine engines in 1950, but possessed no fewer than 61 of the 'W D' 2-8-0s for heavy freight duties around Yorkshire and Lancashire. [Brian Morrison]



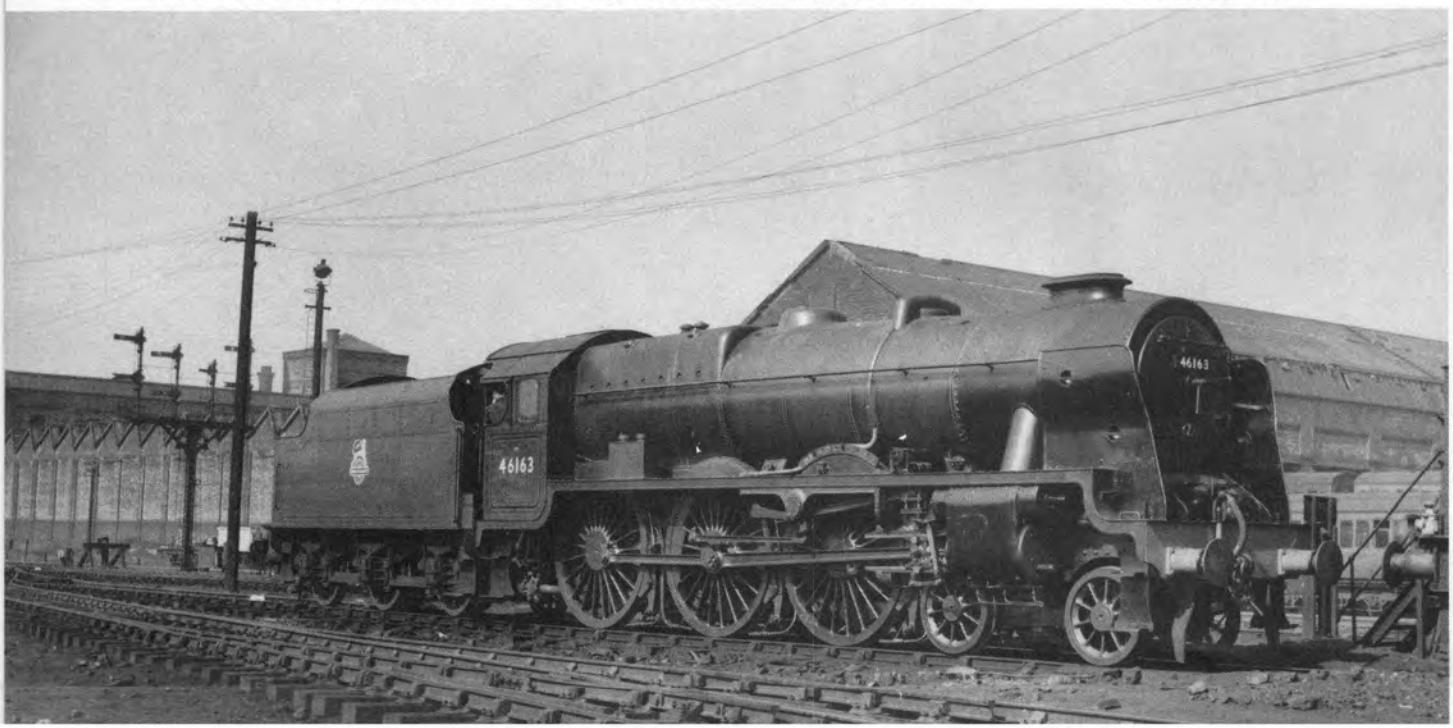
L&Y 2-4-2 tank No.10777 inside Farnley Junction (25G, 55C) shed on 26 June 1937. This was the former LNWR shed in Leeds and in the Fifties there were five 'Jubilees' and eight Class '5' 4-6-0s allocated for the passenger turns across the Pennines to Manchester. [H. C. Casserley]

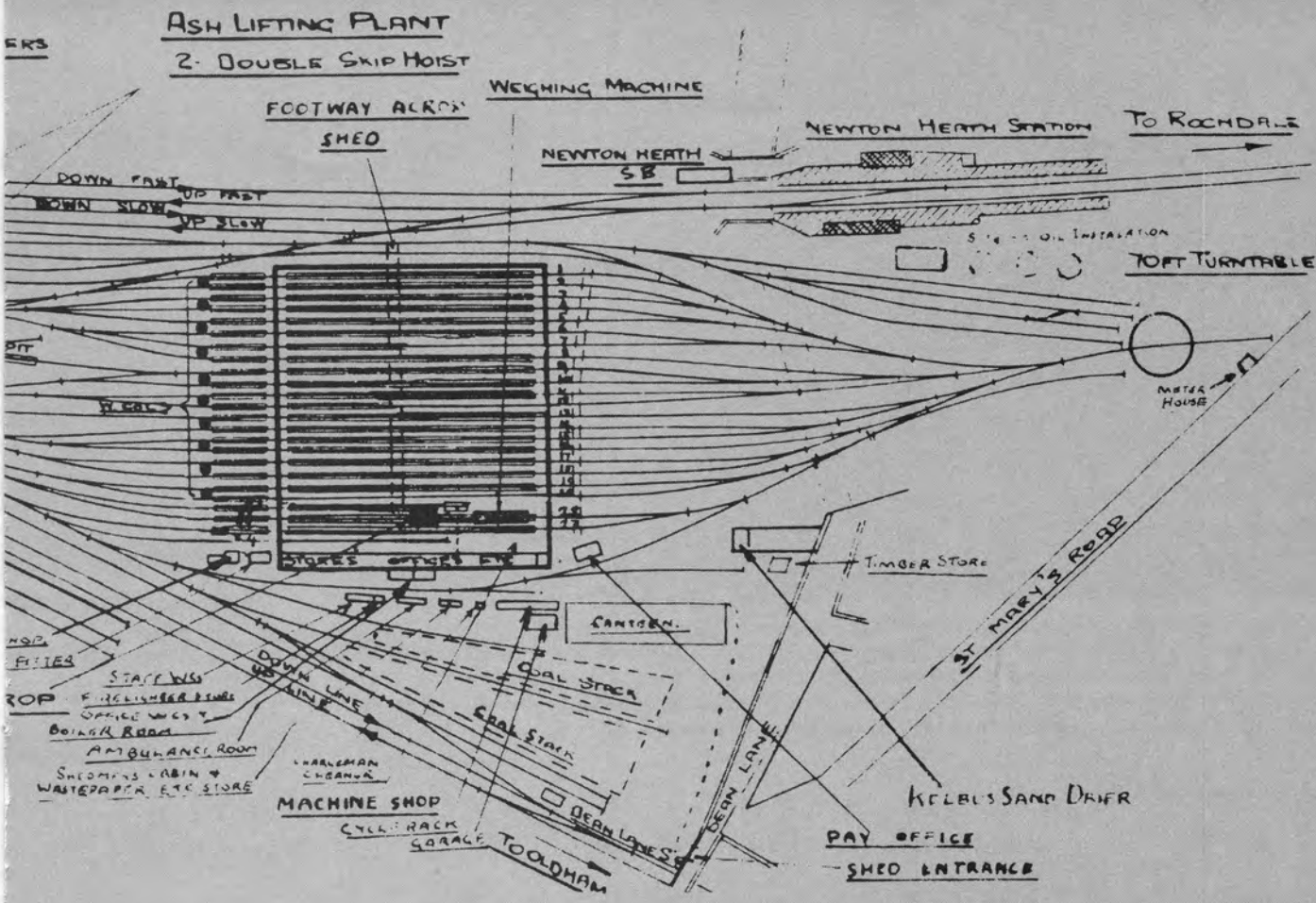
A selection of small locomotives outside Newton Heath (26A) shed on 22 April 1951. Prominent in the foreground is Fowler '3F' 0-6-0T No.47577, one of the two 'Jinties' allocated at the time. Also identified is ex-L&Y Class 'F16' saddle tank No.51457 of earlier vintage, of which Newton Heath possessed eleven for local shunting duties in north east Manchester. [H. C. Casserley]



Plan of Newton Heath shed (26A, 9D)

Big passenger engines were regular visitors at Newton Heath. Rebuilt 'Royal Scot' No.46163 *Civil Service Rifleman* hails from Crewe North shed and is seen on 24 August 1955. [Brian Morrison]




ASH LIFTING PLANT
2- DOUBLE SKIP HOIST
FOOTWAY ACROSS
SHED
WEIGHING MACHINE
NEWTON HEATH
SB
NEWTON HEATH STATION
TO ROCHDALE
DOWN FAST
UP FAST
DOWN SLOW
UP SLOW
70FT TURNTABLE
MOTOR HOUSE
STORES
OFFICES ETC
TIMBER STORE
CANTEEN.
COAL STACK
COAL STACK
DOWN LINE
UP LINE
STAFF WCs
FIREMEN'S RMS
OFFICE WCs
BOILER ROOM
AMBULANCE ROOM
SHEDMENS CABIN &
WASTEPAPER ETC STORE
CHARLEMAN CLEANER
MACHINE SHOP
CYCLE RACK
GARAGE
TOOLROOM
OLDHAM LANE
OLDHAM LANE
ST MARY'S ROAD
KELBUS SAND DRIER
PAY OFFICE
SHED ENTRANCE

A 'Crab', No.42728, on its native heath! These excellent engines were a fitting memorial to the work of George Hughes, the first C.M.E. of the newly formed LMSR. Newton Heath operated over a score of these Moguls, using them on many local passenger rosters as well as the freight duties which were their staple diet elsewhere on the system. Nearby, on the same occasion, 24 August 1955, was one of the shed's stud of 31 Stanier Class '5s', those superb maids-of-all-work which all the major ex-LMS sheds operated. [Brian Morrison]

Newton Heath was the principal depot on the former Lancashire and Yorkshire Railway and had 170 engines allocated in 1950. Included in this total were fifteen Fowler '7F' 0-8-0s which was not surprising as in the early post-War years, the whole class of 175 engines, built between 1929 and 1932, were concentrated at L & Y sheds. This depot also had eighteen of the much more successful Stanier '8F' 2-8-0s for its hardest jobs. No.49531 is over the inspection pits on 8 October 1950. [L. T.George Collection]

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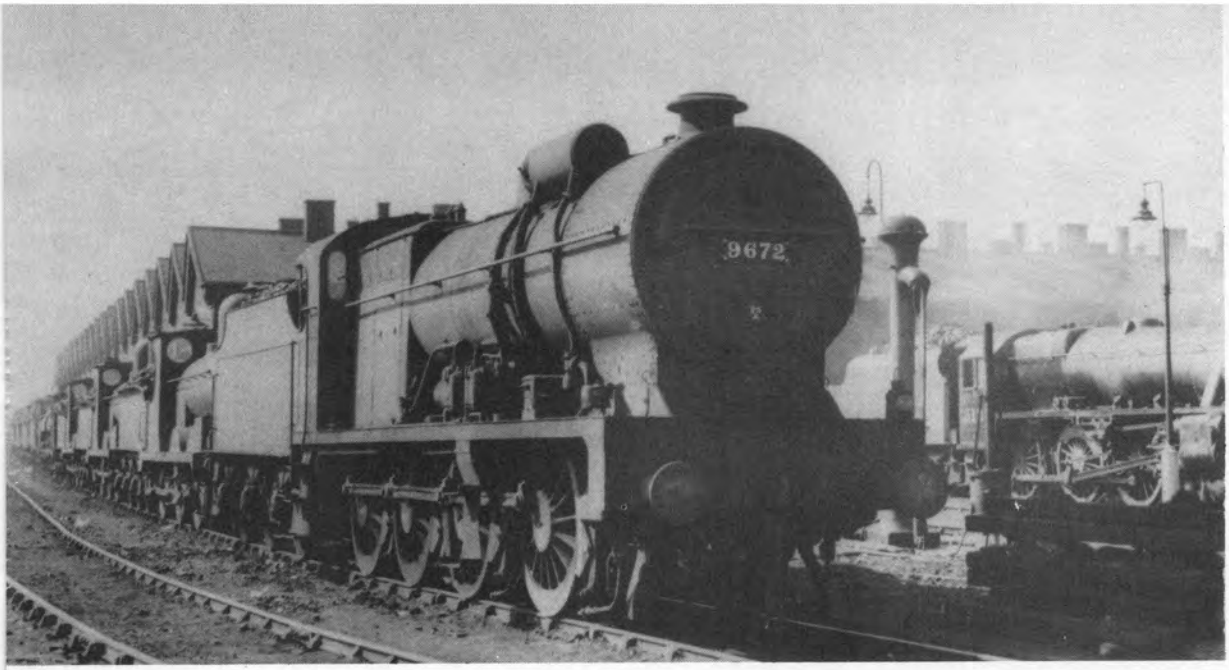
A general view of the ex-LMS shed at Goole (25C, 53E) which had 30-odd engines in the early fifties. These included three 4-4-0s which worked the passenger turns to Lincoln. There were also several 'Austerity' 2-8-0s, two of which may be seen through the murk as engines raise steam in June 1960. The coal hopper is typically LMS.

[Peter Winding]

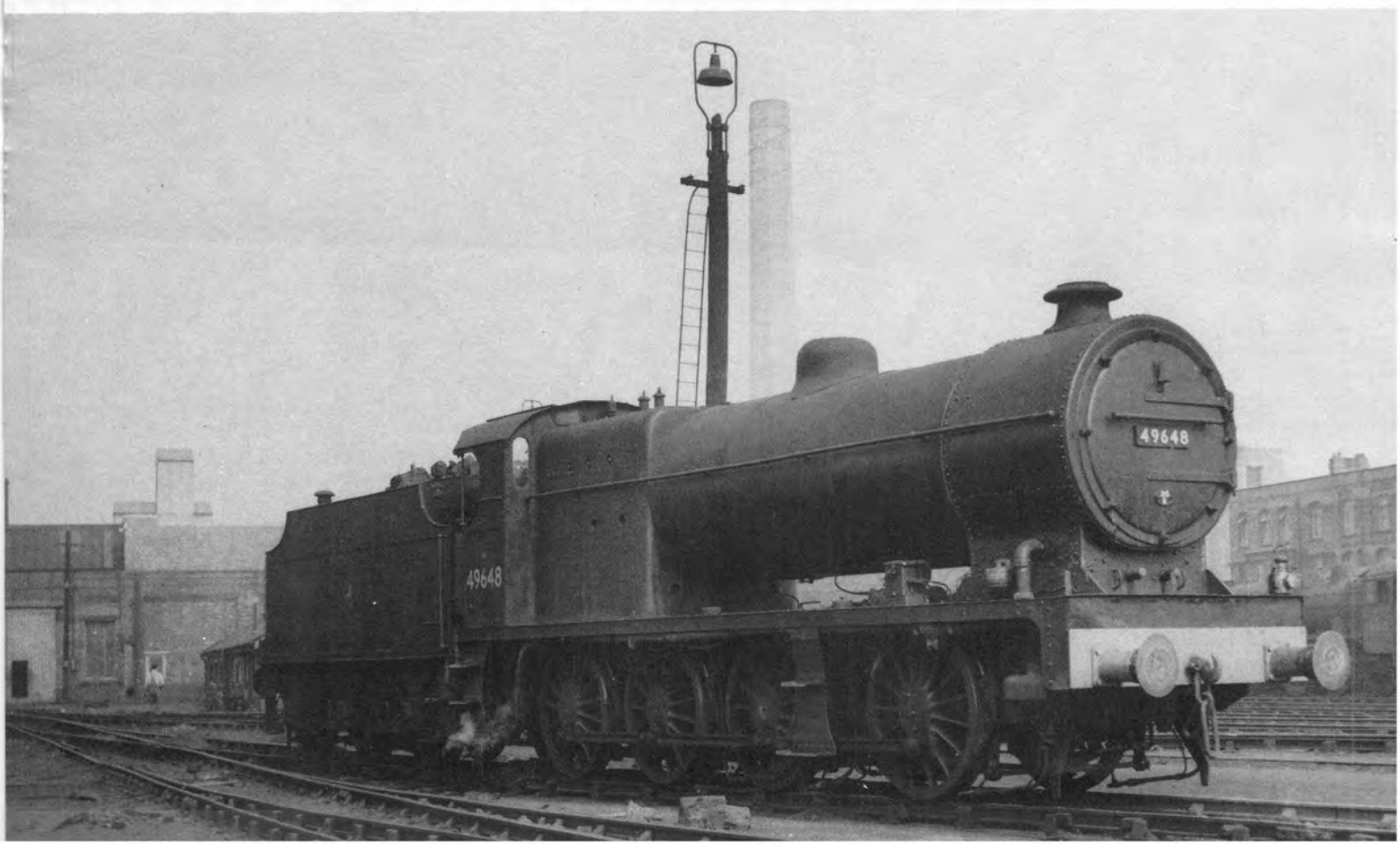
A former L&Y 0-4-4 tank in use as a stationary boiler at Accrington, 25 August 1955. This depot usually had 30 plus engines, including some nine 2-6-4Ts and ten mixed traffic 4-6-0s and 2-6-0s.

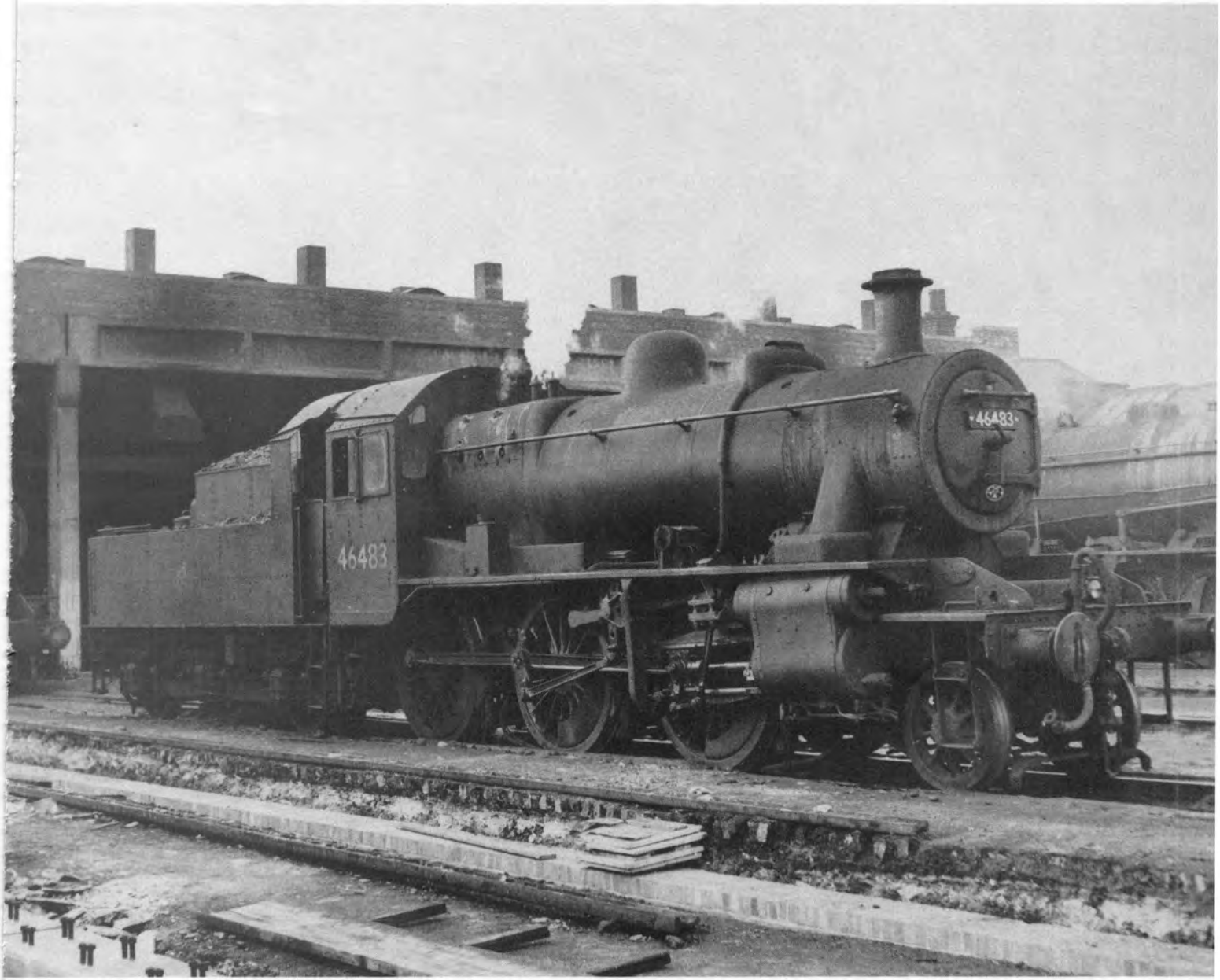
[Brian Morrison]



A large depot was established alongside the former L&Y line just south o Wakefield. In pre-War days there were a number of Fowler '7F' 0-8-0s allocated, including No.9672 (27 June 1937).

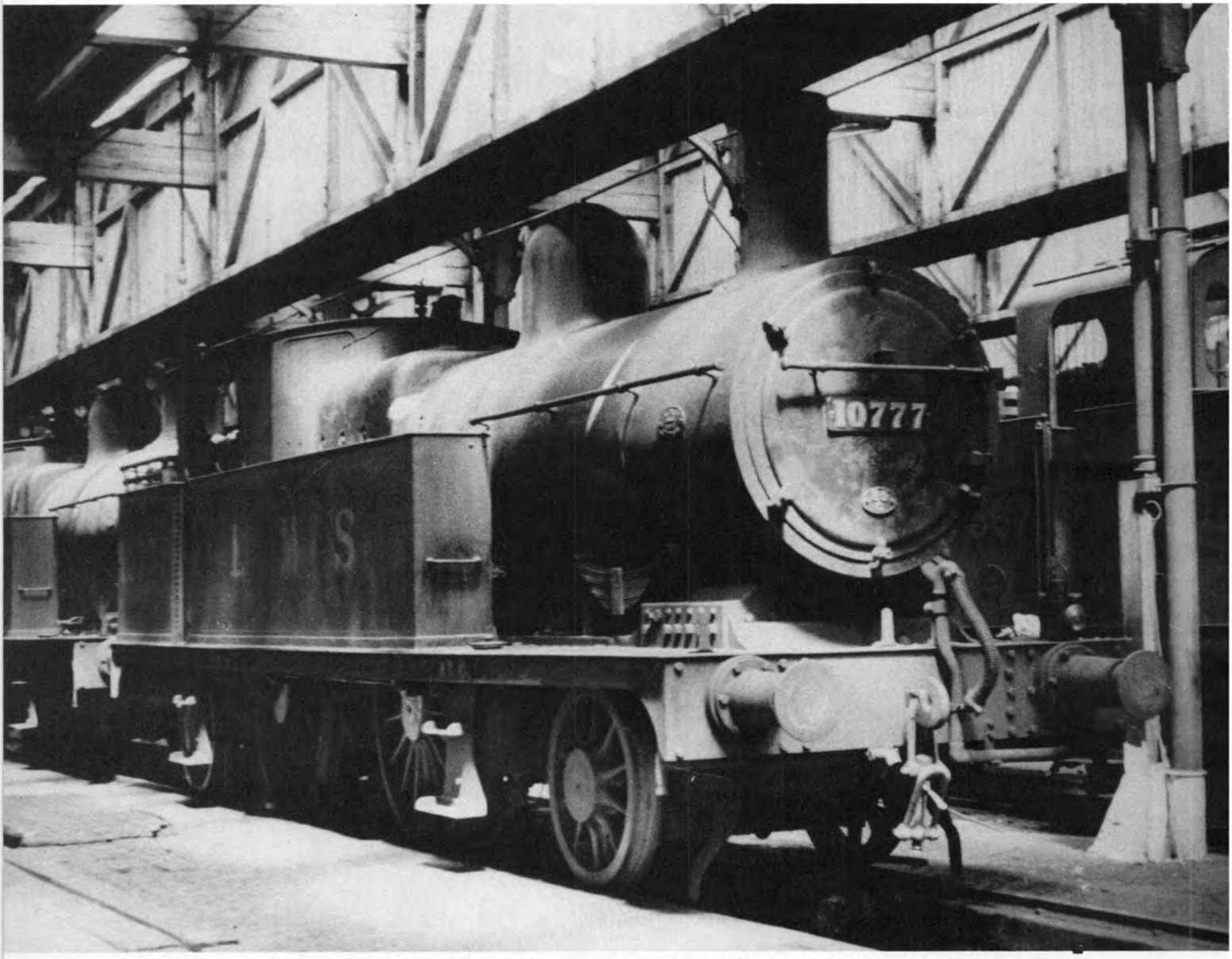
[H. C. Casserley





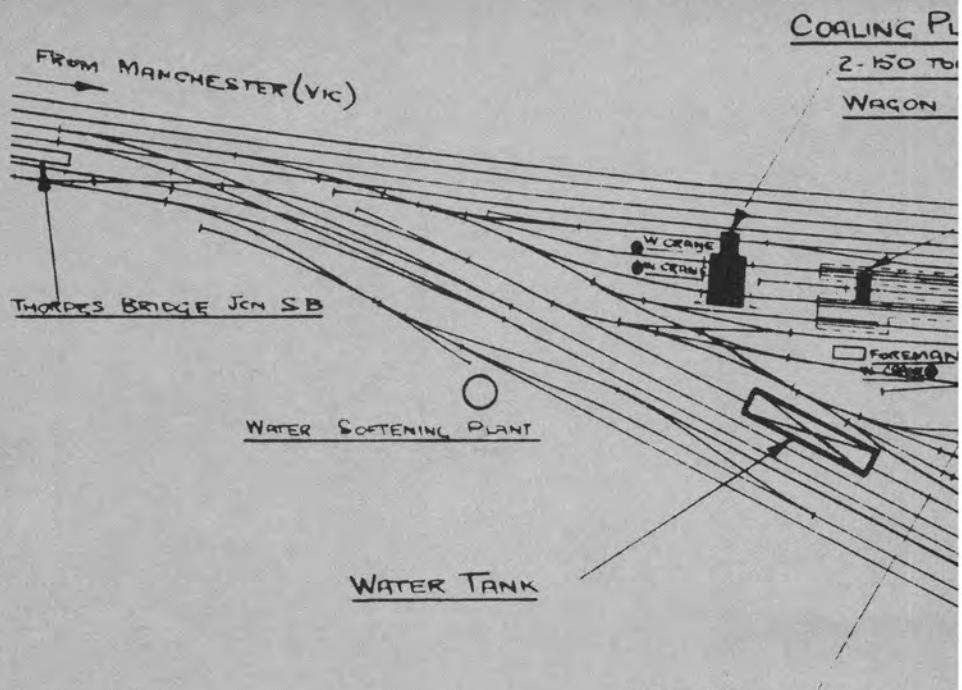
Wakefield depot (25A, 56A) had over 100 engines on its books, with a few passenger and mixed traffic machines, including several small Ivatt Moguls and 2-6-2 tanks and nine Class '5s' available. This depot, like the majority of ex-LMS establishments in Yorkshire, was transferred to North Eastern Region in the mid-1950s, but these sheds usually retained the majority of their LMS engines. No.46483 is on shed, 27 August 1955. [Brian Morrison]

No.49648 of Sowerby Bridge on shed at Wakefield on 27 August 1955. These Fowlers put in a great deal of hard work in the North of England but they were never very popular and crews much preferred the far superior Stanier '8Fs'. Wakefield had none of these latter fine engines in 1950, but possessed no fewer than 61 of the 'W D' 2-8-0s for heavy freight duties around Yorkshire and Lancashire. [Brian Morrison]



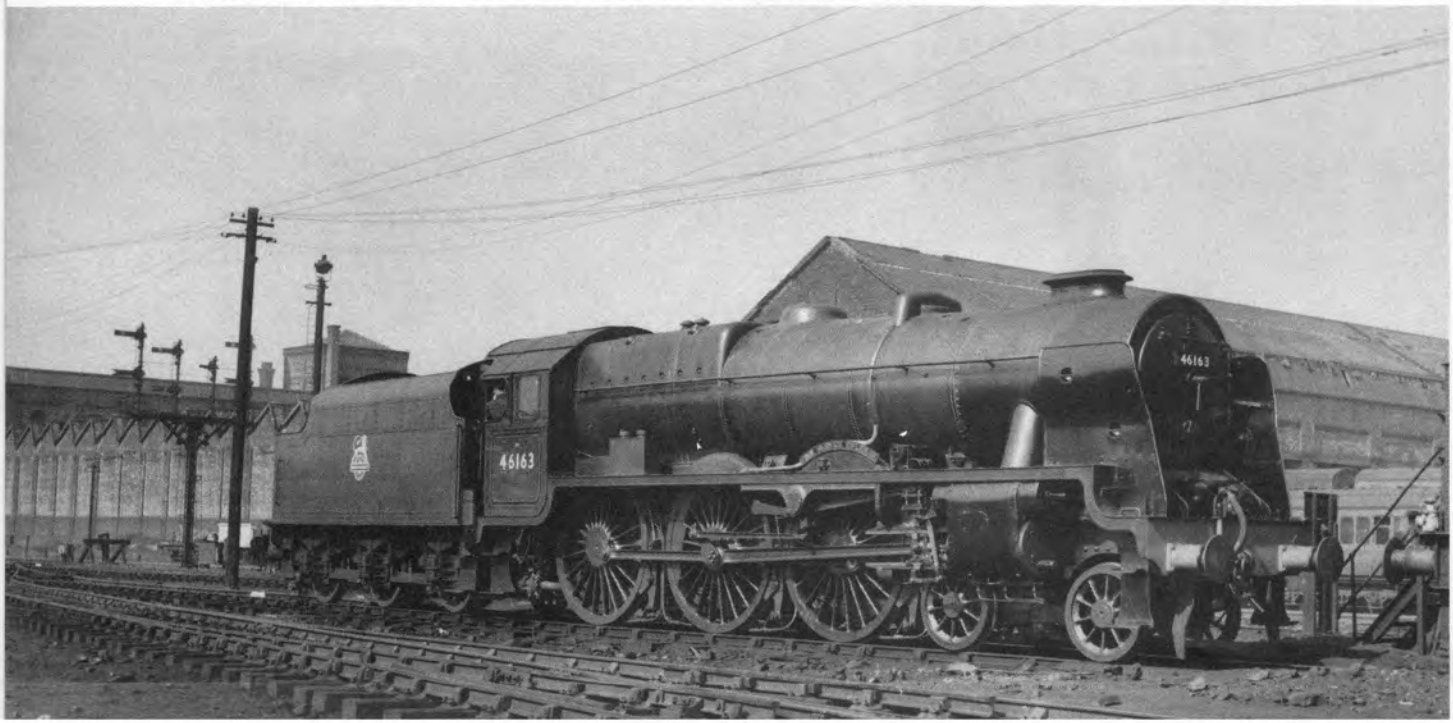
L&Y 2-4-2 tank No.10777 inside Farnley Junction (25G, 55C) shed on 26 June 1937. This was the former LNWR shed in Leeds and in the Fifties there were five 'Jubilees' and eight Class '5' 4-6-0s allocated for the passenger turns across the Pennines to Manchester. [H. C. Casserley]

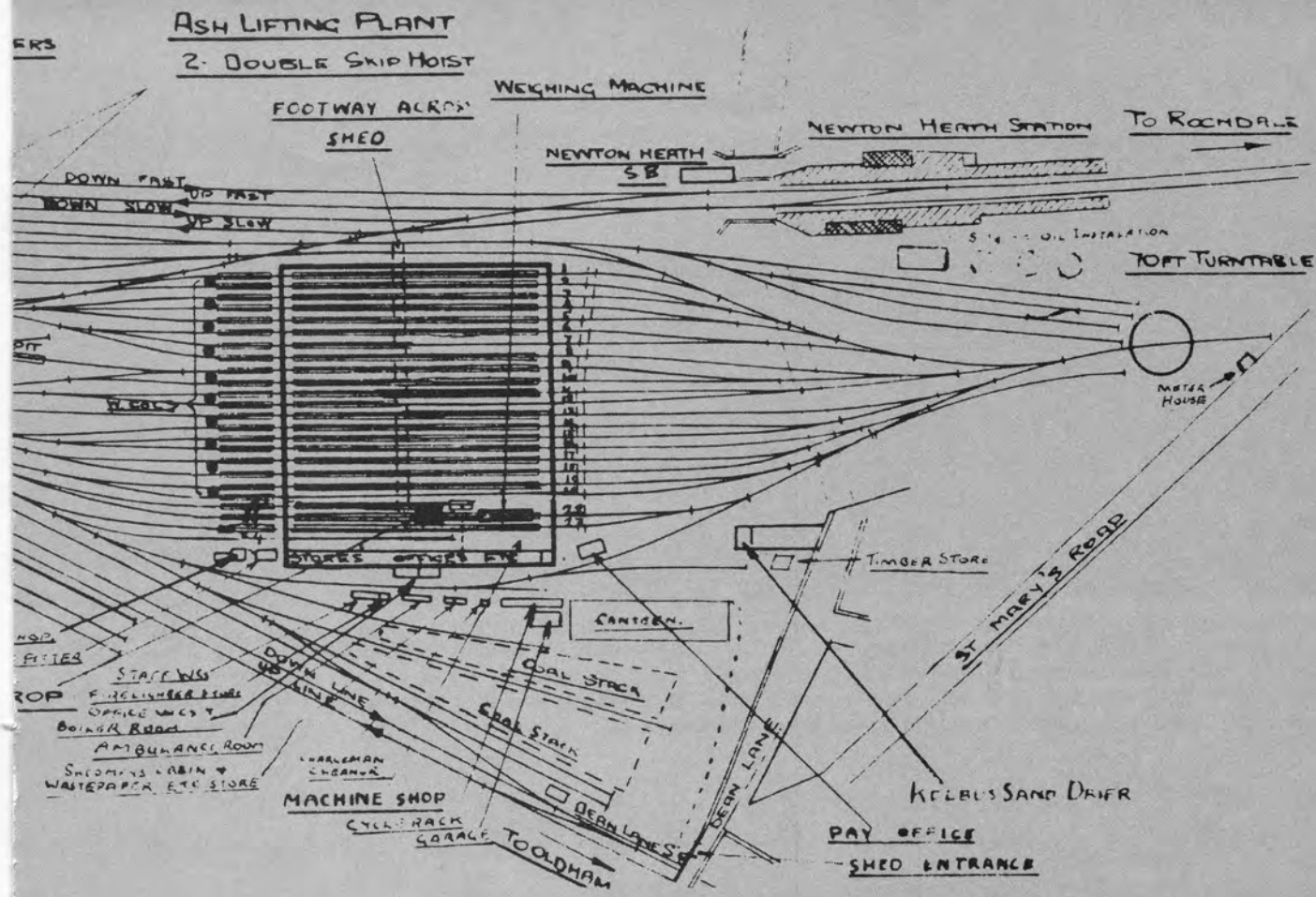
A selection of small locomotives outside Newton Heath (26A) shed on 22 April 1951. Prominent in the foreground is Fowler '3F' 0-6-0T No.47577, one of the two 'Jinties' allocated at the time. Also identified is ex-L&Y Class 'F16' saddle tank No.51457 of earlier vintage, of which Newton Heath possessed eleven for local shunting duties in north east Manchester. [H. C. Casserley]

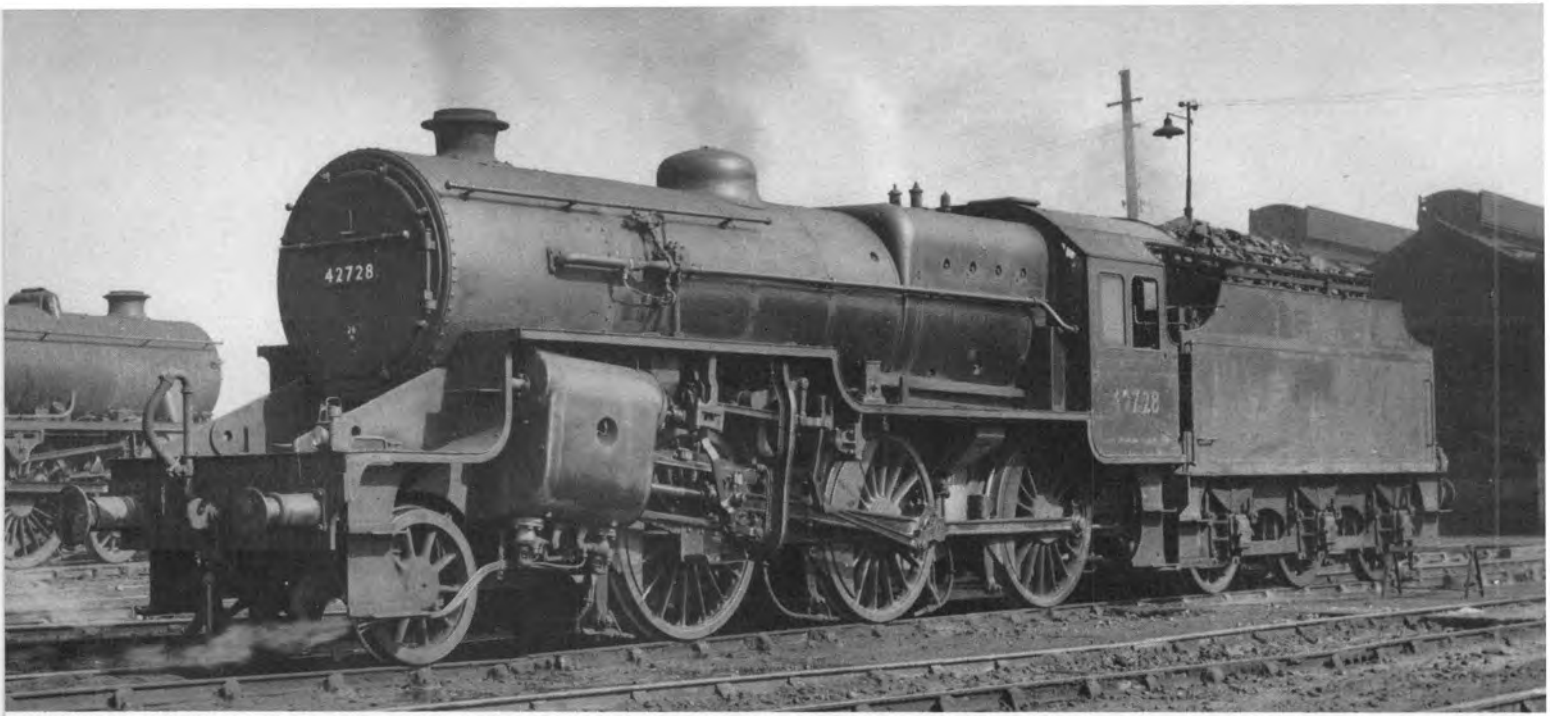


Plan of Newton Heath shed (26A, 9D)

Big passenger engines were regular visitors at Newton Heath. Rebuilt 'Royal Scot' No.46163 *Civil Service Rifleman* hails from Crewe North shed and is seen on 24 August 1955. [Brian Morrison]




ASH LIFTING PLANT
2- DOUBLE SKIP HOIST
WEIGHING MACHINE
FOOTWAY ACROSS
SHED
NEWTON HEATH
SB
NEWTON HEATH STATION
TO ROCHDALE
DOWN FAST
UP FAST
DOWN SLOW
UP SLOW
OIL INSTALLATION
70FT TURNTABLE
METER HOUSE
STORES
OFFICES
TIMBER STORE
CANTEEN.
COAL STACK
COAL STACK
DOWN LINE
UP LINE
STAFF WCs
ENGINEER'S STORE
OFFICE WCs
BOILER ROAD
AMBULANCE ROOM
SMEDLEY'S CABIN
WASTEPAPER ETC STORE
CHARGEMAN
CHARGEMAN
MACHINE SHOP
CYCLE RACK
GARAGE
TOOLROOM
OPEN LANE
OPEN LANE
ST MARY'S ROAD
KELBUS SAND DRIER
PAY OFFICE
SHED ENTRANCE



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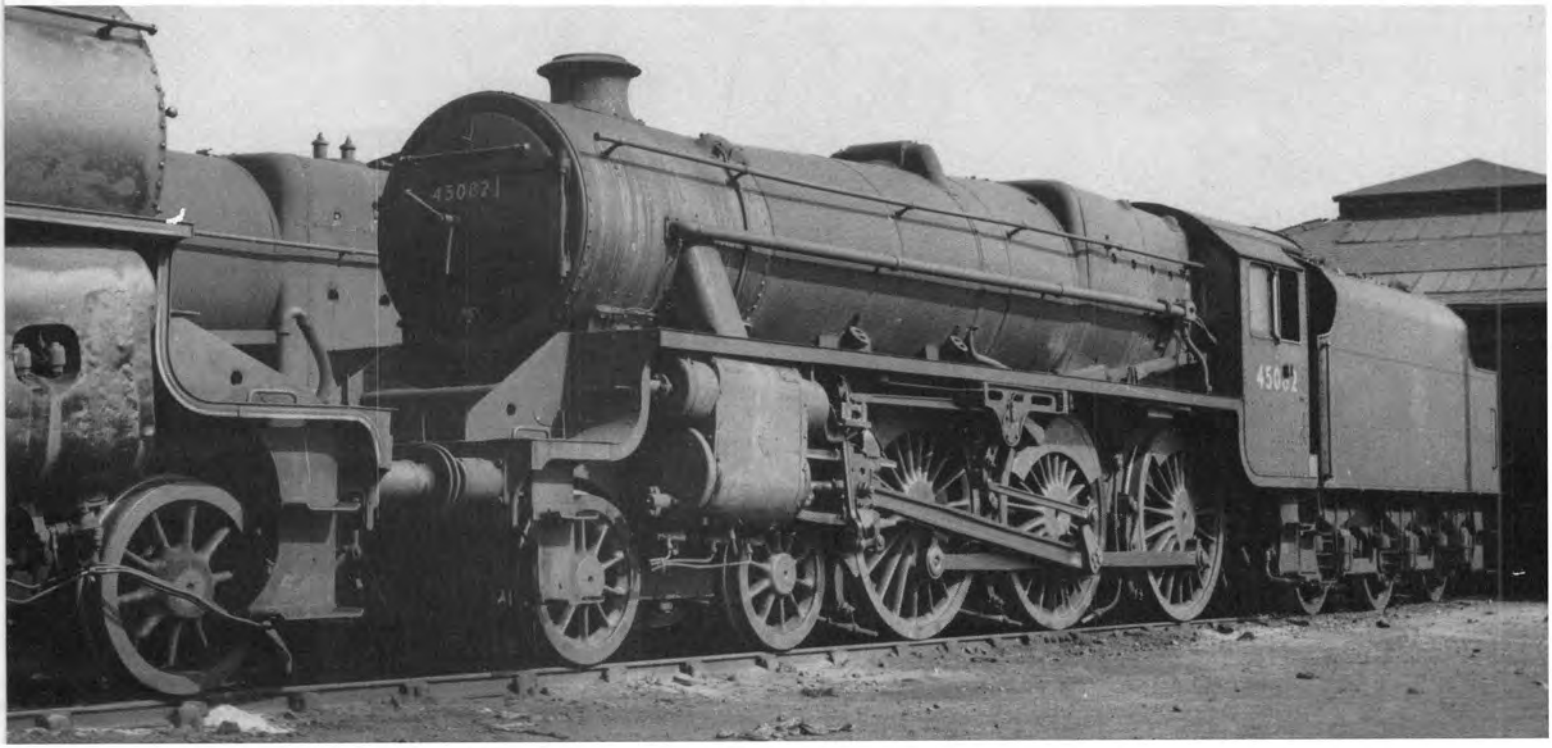

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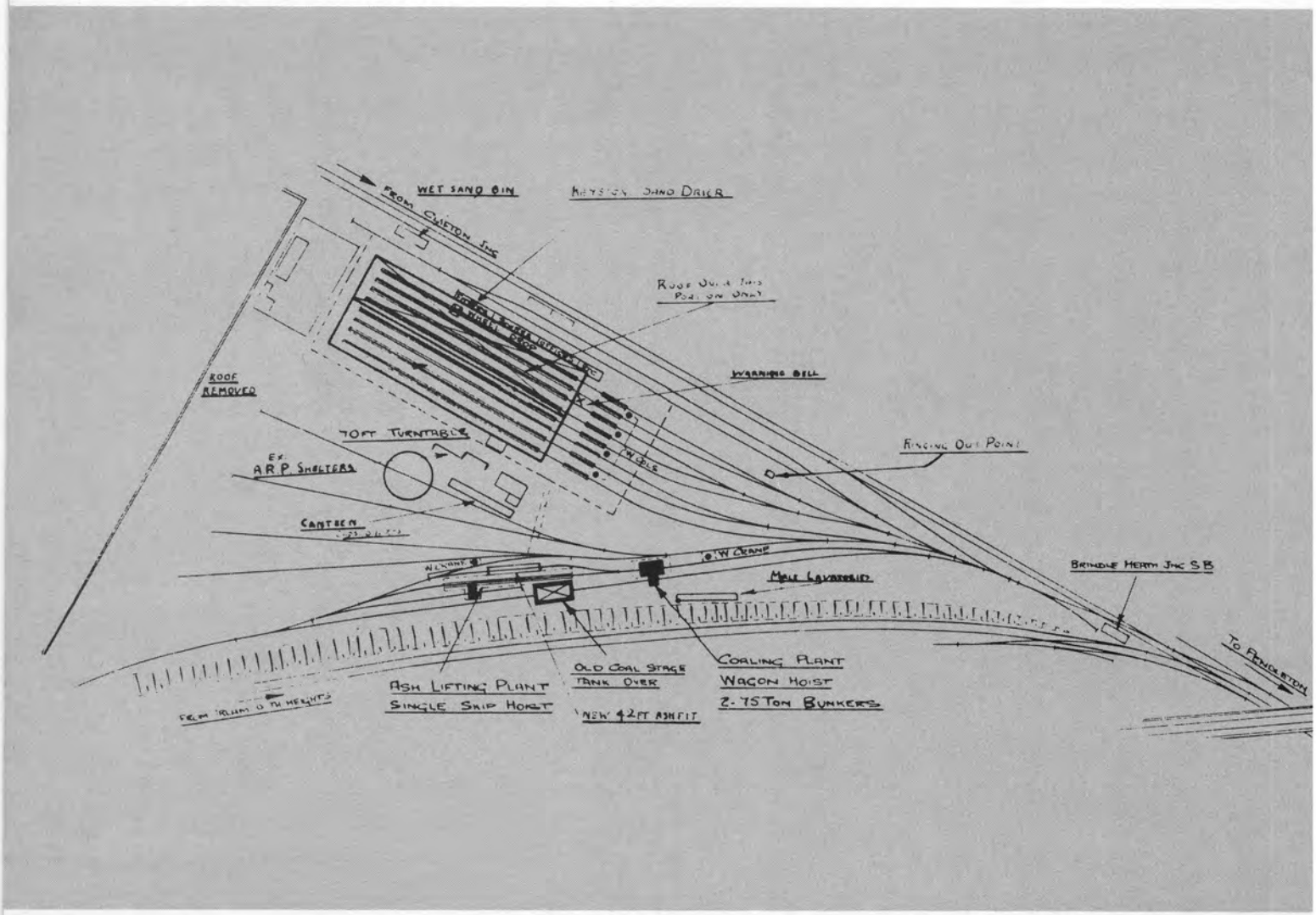
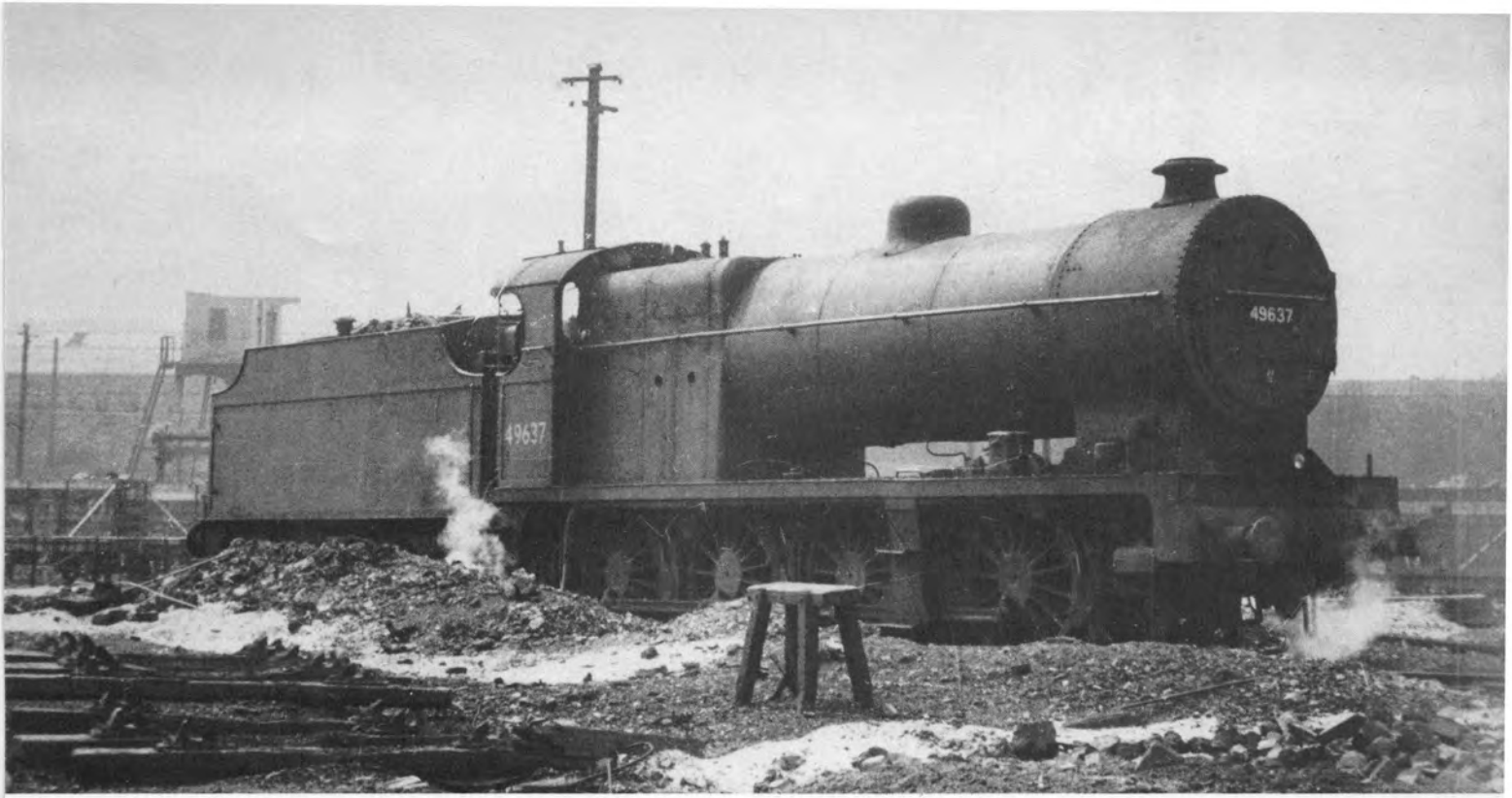
45671
45671

Agecroft, situated north of Salford on the Swinton line. The majority of the 56 engines allocated in 19 were freight types including nine '7F' 0-8-0s and six '8F' 2-8-0s. There were also thirteen 'Crabs' and fi of the ubiquitous Class '5's. [H. C. Casserle

Agecroft had three Compounds allocated but No.41191 was in store in April 1951. There were four 2-6 tanks for the heavier local passenger turns rostered to the depot. [H. C. Casserle

Plan of Agecroft shed (26B, 9J)

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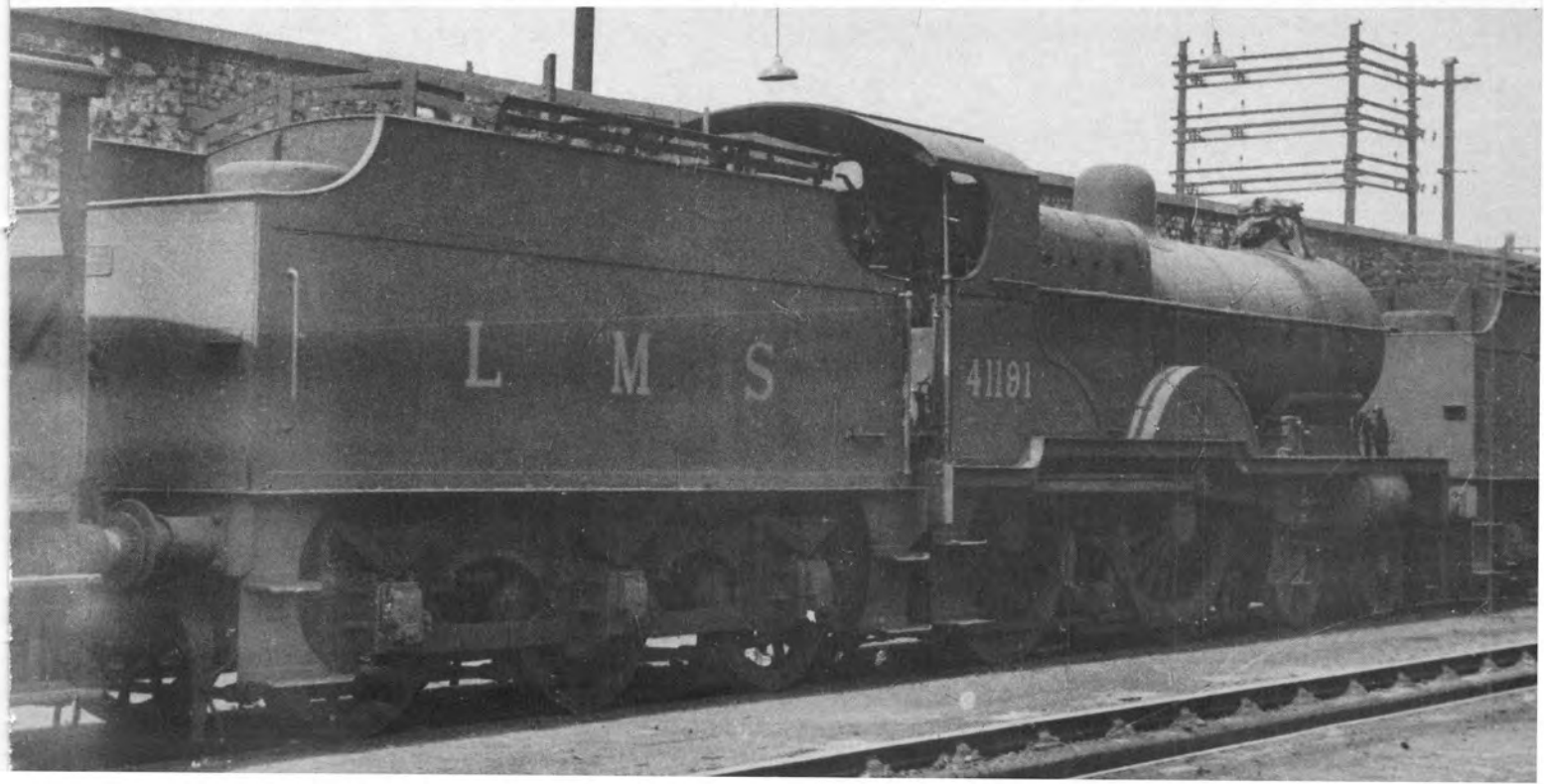
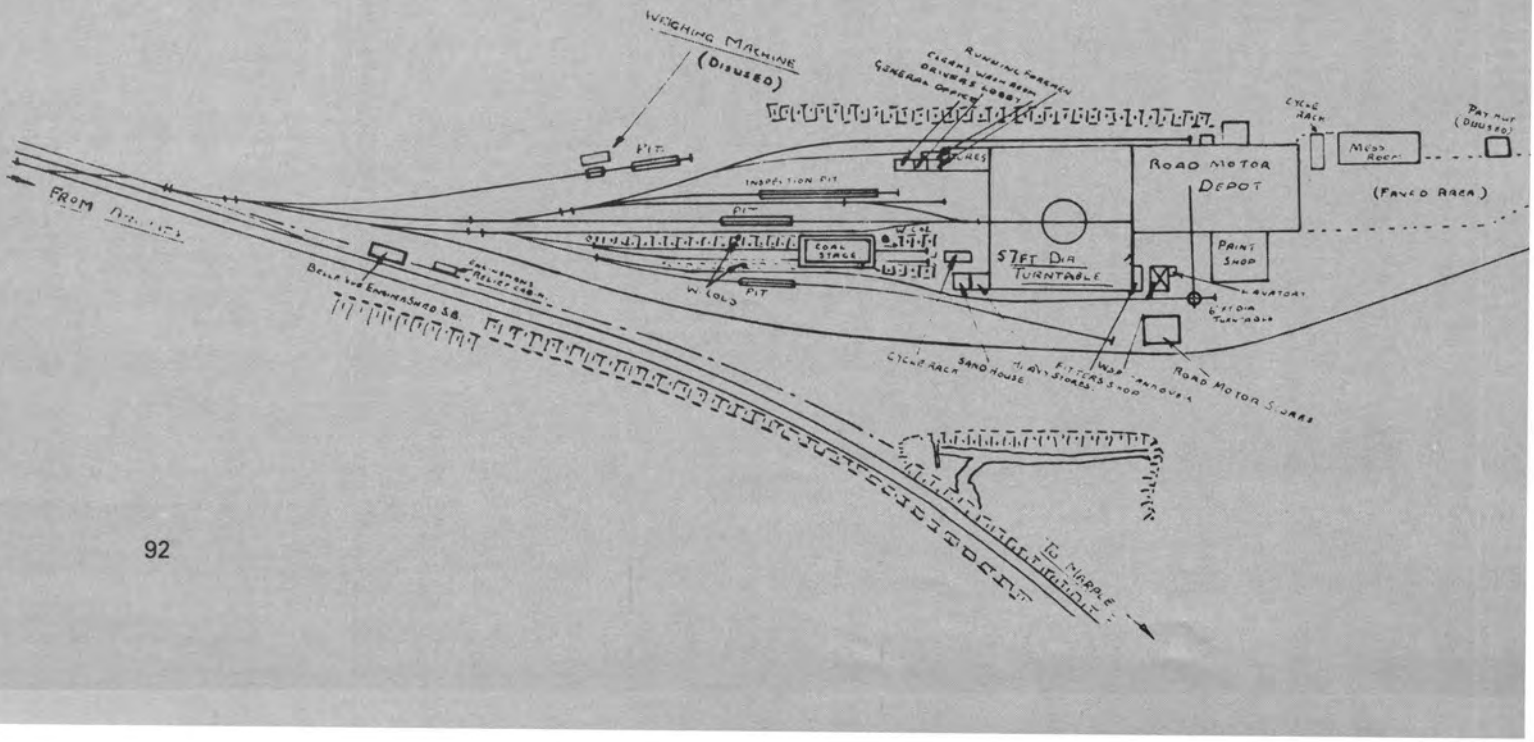

L M S
41181

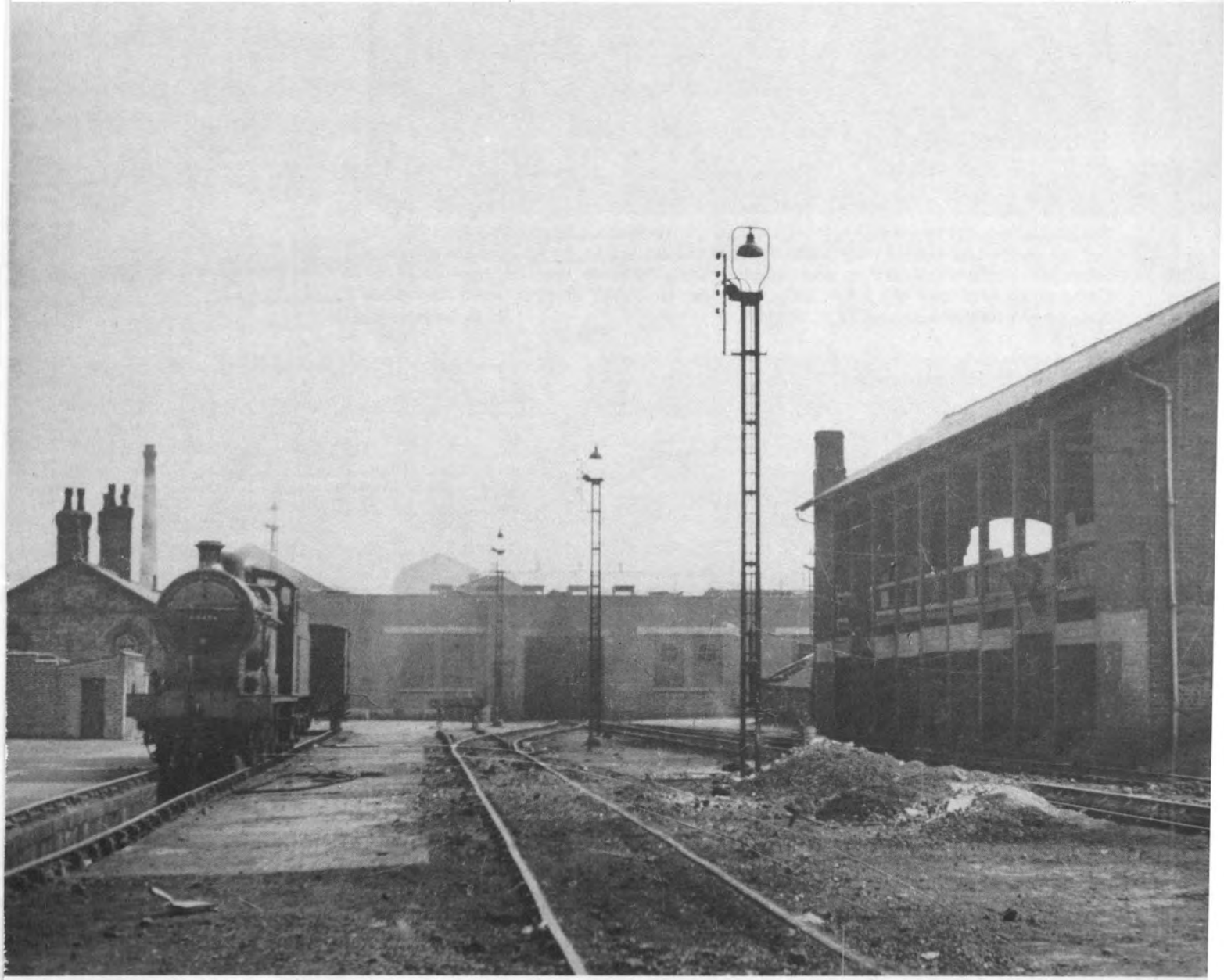
The small shed at Bacup (26E) on 23 April 1954 with Standard Class '2' 2-6-2T No.84017 ready for the road. This depot had eleven engines, the biggest being the five 2-6-4 tanks for the passenger duties. [H. C. Casserley]

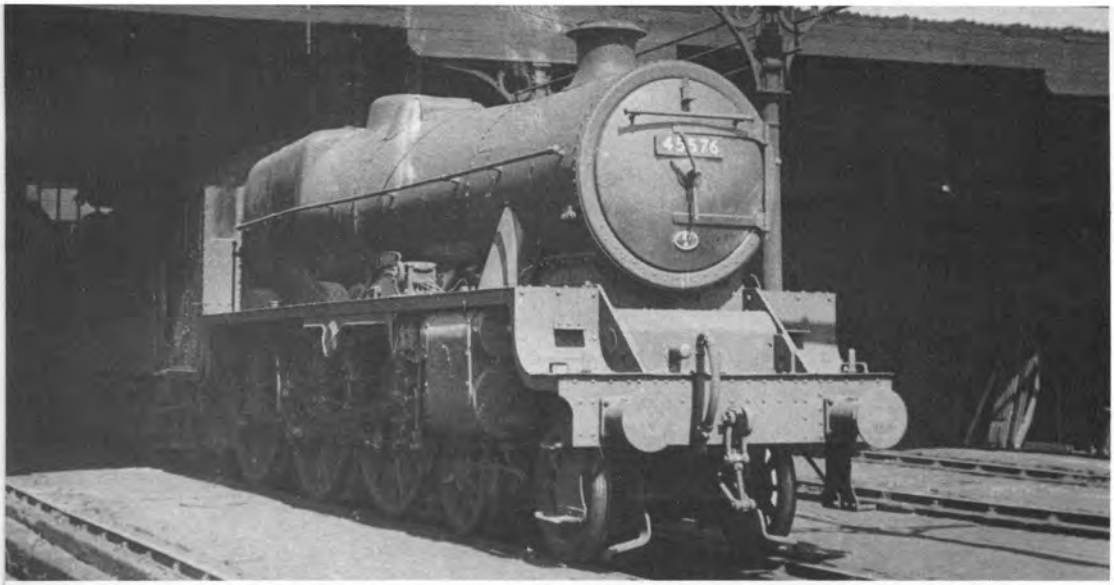
Plan of Belle Vue shed (19E, 26G)



A rather dreary scene at Belle Vue shed, 18 April 1954 with '4F' 0-6-0 No.44486 on the pit. The piles of ash are just one of the features which made working in latter-day steam sheds so unpleasant and helped to inspire the urge to dieselise which came at the end of the decade. Belle Vue shed had thirteen 0-6-0s, seven Class '5's and six '8F's for its main line freight turns plus six shunting tanks for yard work.

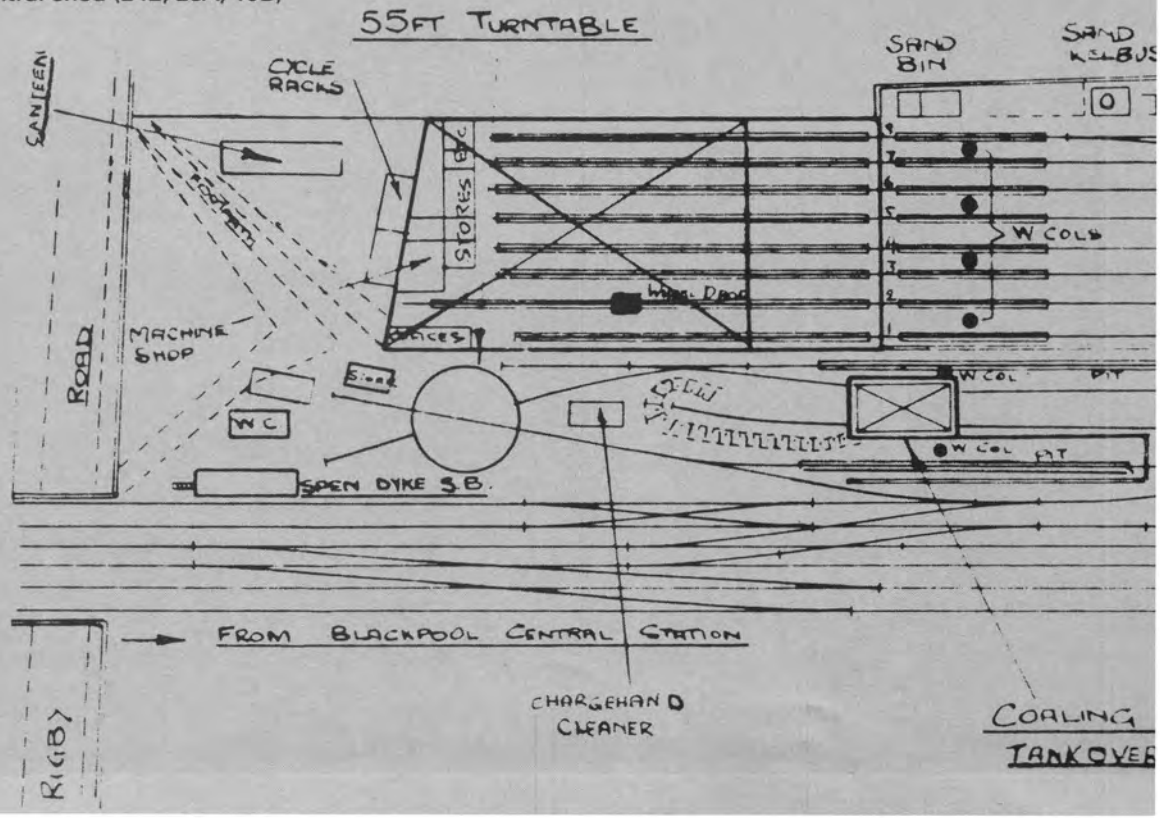
[H. C. Casserley]

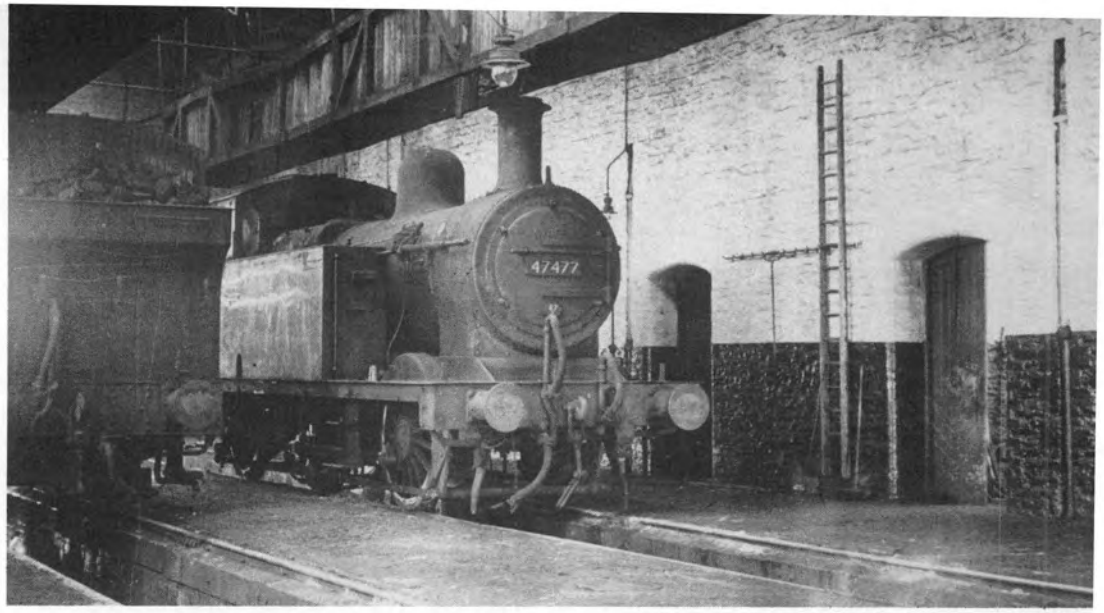




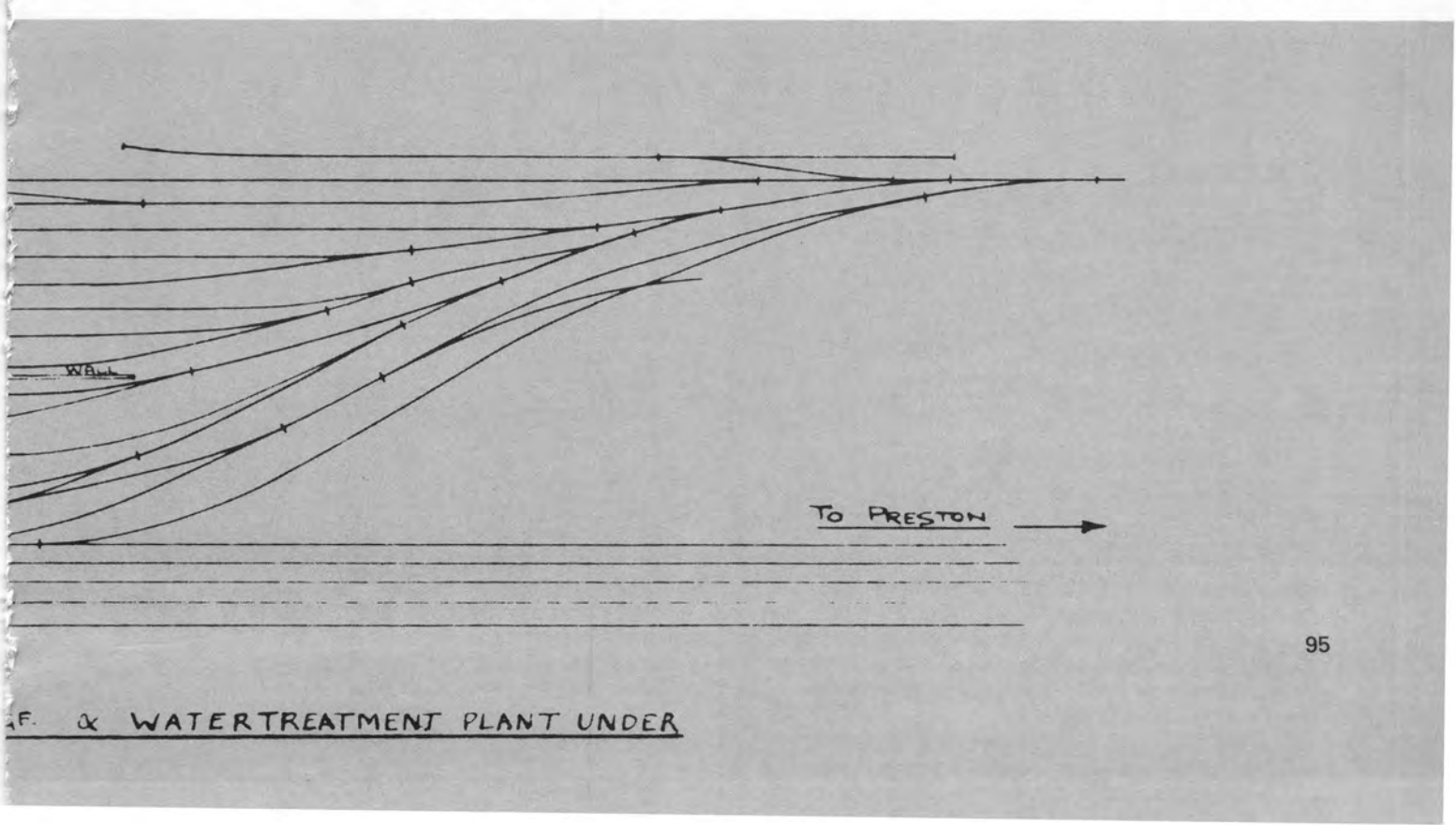
The allocation of 61 locomotives (1950) at Blackpool was shared between the North and Central sheds. As befitted the nation's best known resort, most of these engines belonged to passenger classes, and included seven 'Jubilees', sixteen Class '5's, three Compounds and four big 2-6-4 tanks. 'Jubilee' No.45576 *Bombay* from Corkerhill (Glasgow) is on Central shed, 27 April 1951. [H. C. Casserley]

Plan of Blackpool Central shed (24E, 28A, 10B)





An ex-LMS 'Jinty', No.47477 stands inside Upper Bank shed, Swansea with an ex-GWR Pannier tank on 8 September 1951. This former LMS shed was transferred to Western Region shortly after Nationalisation but retained its sixteen LMS types for local shunting work. [H. C. Casserley]



Upper Bank (4C, 87K) was a subshed of the main ex-L M S depot at Paxton Street in Swansea. This latter depot (4B, 87K) had a variety of 2-6-4 tanks, 0-8-0s and 'W D' 2-8-0s for the long distance work, but Upper Bank had only 0-6-0 tanks, such as No.1769, seen emerging from the engine shed on 27 June 1938. While the great depots, such as Edge Hill and Newton Heath basked in the limelight, such small sheds as Upper Bank played their part in keeping the wheels turning and it is fitting that this volume closes on one of these small but useful depots. [H. C. Casserley]

MIDLAND
NORTH EASTERN
STEAM
GREAT WESTERN
STEAM MISCELLANY
FROM LINES
GREAT WESTERN
BODMIN AND WADEBRIDGE
NARROW GAUG
STANDARD
STEAM
BRANCH LINE STEAM
DIESELS
IN SCOTTISH REGION
BR DIESELS
BRITISH
in the heyday of steam
SOUTHERN
IN ACTION
THE WARSHIPS
STEAM
LONDON MIDLAND
STEAM IN ACTION
NORTH EASTERN
STEAM
LONDON
BUS
42-43 DIESEL-HYDRAULICS
GREAT CENTRAL

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